

*Master Plan of the*  
**TOWNSHIP OF MANSFIELD**

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BACKGROUND STUDIES



PLAN ELEMENTS



APPENDICES

**PLANNING BOARD  
TOWNSHIP OF MANSFIELD  
WARREN COUNTY, NEW JERSEY**

*Adopted January 1999*

*Master Plan of the*  
**TOWNSHIP OF MANSFIELD**

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Prepared pursuant to N.J.S.A. 40:55D-89  
of the New Jersey Municipal Land Use Law



*Prepared By:*

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New Jersey Professional Planning License No. 1217

CLARKE ♦ CATON ♦ HINTZ  
*A Professional Corporation*

400 Sullivan Way  
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A signed and sealed original is on file with the Township Clerk's office

**TOWNSHIP OF MANSFIELD  
100 PORT MURRAY ROAD  
PORT MURRAY, NEW JERSEY 07865**

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**PLANNING BOARD**

William J. Mannon, Chairman  
Jim Karpinski, Vice Chairman  
George C. Baldwin, Jr.  
Robert Jewell, Mayor  
Drew DiSessa  
Paul Luchok  
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Douglas Mace, PE, LS, Planning Board Engineer  
Carl E. Hintz, PP, AICP, CLA, ASLA, Planner/Landscape Architect  
Howard McGinn, Esq., Planning Board Attorney  
Patricia D. Zotti, Secretary

**MANSFIELD TOWNSHIP PLANNING BOARD**  
**RESOLUTION OF MEMORIALIZATION**

Approved: December 16, 1998  
Memorialized: January 18, 1999

**IN THE MATTER OF ADOPTION  
OF MASTER PLAN OF THE  
TOWNSHIP OF MANSFIELD**

**WHEREAS**, The Township of Mansfield Planning Board pursuant to the Municipal Land Use Law (N.J.S.A. 40:55D-28) caused the preparation of a draft Master Plan for the Township of Mansfield, and

**WHEREAS**, the Planning Board authorized the retention of the planning firm of Clarke - Caton - Hintz of Trenton, New Jersey, with Mr. Carl Hintz being the principal planner to assist the Planning Board in the development of a Master Plan, and

**WHEREAS**, the Planning Board also authorized its remaining staff, the Board Engineer and Attorney to participate with the Planning Board in preparing a draft Master Plan document, and

**WHEREAS**, the Planning Board caused numerous workshop meetings to be conducted, all of which were held in public and noticed in accordance with the Open Public Meetings Act (N.J.S.A. 10:4-6 et. seq.), and

**WHEREAS**, during the course of those public meetings numerous correspondence and documents were accumulated by the Planning Board pursuant to its periodic re-examination, and

**WHEREAS**, the minutes of those meetings as well as the correspondence accumulated pursuant thereto are made a part of the record and are incorporated herewith,  
and

**WHEREAS**, pursuant to the requirements of the Municipal Land Use Law (N.J.S.A. 40:55D-13) public hearings were conducted with notice in accordance with the aforementioned statute on October 19, 1998, October 29, 1998, November 12, 1998, November 16, 1998, December 1, 1998, and December 16, 1998, and

**WHEREAS**, as a result of the public meetings that were conducted prior to the public hearing, the Board authorized and Mr. Carl Hintz prepared a draft Master Plan of the Township of Mansfield dated October, 1998, which draft was made available to the public in accordance with the requirements of the Municipal Land Use Law, and

**WHEREAS**, during the course of the public hearings referred to above, the Board Attorney, Mr. Roger W. Thomas, explained to the Board and to the public the process of adopting an draft Master Plan, and the rights of the public to participate in that hearing process and the Planner, Mr. Carl Hintz, outlined on the record the contents of the proposed Master Plan document dated October, 1998, and

**WHEREAS**, the meeting was opened to the public and public comments were received from the following individuals: Dennis Bertland, individually and on behalf of the Open Space Advisory Committee; Paul Rochelle, Jr., Raymond Hengst; Peggy Hengst; Lewis A. Donaldson; Auke Hannema; William Hotz; Phillip J. Hazen; Richard Johnston; Richard Perry; Cate Oakley; Helga Simmons; Arthur Agens; Joseph Farino; Janice Eplar; Nadie Hill; David Burdge; John Lunghi; Steven Stark; Merle Morse; Mr. Santiago; Martin McMekin; Mike Wynands; Al Stanbury; Bill Godfrey; Walt Bell; David Donaldson; Mary Baldwin; Frank Sutton, an attorney representing a property owner; Michael Perrucci, an attorney on behalf of his father, owner of Lot 4, Block 702; Bob Jewell; Jennifer Brunkhorst; James Karpinski; Peter Steck, Planner, on behalf of the property owner; and Mr. Newbokd; and

**WHEREAS**, the public raised concerns regarding the following areas:

1. Reduction of the amount of commercial development that will be available for future ratables within Mansfield Township.

2. The viability of multiple golf courses located within the municipality.

3. The increase in lot size, thereby potentially decreasing the value of farm land and consequently the viability of farming within the municipality.

4. The concern for over-regulation through historic controls.

5. The appropriateness of the proposed ARC zoning in terms of uses and location, and

**WHEREAS**, the Planning Board received numerous documents and correspondence from the public all of which were made a part of the record, and

**WHEREAS**, having taken into account the comments of the public, the plan was amended in December of 1998 to incorporate the following substantive modifications:

1. The land use plan was revised to indicate that single-family residential development is a permitted use without public sewer and water within the Golf Course Community area.

2. The Adult Retirement Community area was amended to include a continuing care retirement community as an option within that location and to allow for professional offices as a conditional use.

3. A modification to the Business (B-1) zone was included to indicate that the rescue squad, formerly the site of the firehouse on the south side of Route 57, was scheduled to be purchased by the State. If, however, that did not occur, the property would be incorporated into the B-1 zone.

4. Revised maps dated December, 1998, changed property along the railroad near Port Murray back to Industrial zoning.

5. A modified Open Space Plan Map dated December, 1998, was prepared to show County potentially acquiring steep slope areas between the railroad and the canal (Block 1501, Lot 9.01, Block 601.03, Lot 55).

6. The Utility Plan Element map is revised to indicate the inclusion of the proposed expanded golf course community to Anthony Road, and

**WHEREAS**, George Baldwin, a member of the Board, recommended that the plan in his opinion, at this point, did not adequately benefit farmers and recommended that there be additional language incorporated to specifically benefit farmers and to add language to assure that "the right to farm" will be protected. He also recommended that there be language included in the plan that there be affirmative actions taken by the municipality to preserve farming and farmland within the municipality. He also recommended that the Agricultural area located north of the Erie Lackawanna Railroad line and southwest of the proposed HVC area, which approximates 40 acres, be re-designated as industrial. He also recommended that conditional uses for emergency services be authorized in all zones, and

**WHEREAS**, the Planning Board taking into account all of the foregoing information makes the following findings and conclusions:

1. The Planning Board finds that the draft Master Plan of the Township of Mansfield dated October, 1998, and the amendments thereto for the land use plan, (pages 29 through 38) and Recreation plan (pages 55 through 61) dated December, 1998, and the amended use plan map, Open Space and Recreation Plan map and the Sanitary Sewer and Water Service Areas Map, each dated December, 1998 are prepared in accordance with

the requirements of the Municipal Land Use Law (N.J.S.A. 40:55D-28) and are accurate reflections of the Planning Board's goals and objectives for the municipality for the next six years, subject to the following modifications:

1. On Page I the Agriculture Preservation section should be expanded to reflect that the Township should review the current Right to Farm ordinance and modify it according to the goals and objectives to benefit farmers in the community and that the community should take an active role in the preservation of local agricultural farmland.

2. The Land Use map dated December, 1998, should be amended to reflect that the "A" area north of the railroad and west of the HVC zone incorporating approximately 40 acres should be revised to Industrial.

3. Pages 61 and 62 should be revised to reflect that emergency services should be authorized in all zones as conditional uses.

4. An additional approximate 68 acres northeast of Anthony Road should be incorporated in the Golf Course Community zone and that a change in the Sanitary Sewer and Water Service Areas map should be changed to incorporate that property in the water service area.

5. To incorporate language to encourage the State Plan's implementation of designated centers.

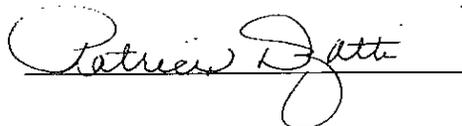
6. The Board incorporates by reference the changes to be made by Mr. Douglas Mace, the Township Engineer, regarding the transportation plan.

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Board does hereby adopt the Draft Master Plan of the Township of Mansfield dated October, 1998 as revised by the amended Land Use Plan dated December, 1998, the amended Recreation Plan dated December, 1998, together with the revised maps for land use plan, the Open Space

and Recreation Plan, and the Sanitary Sewer and Water Service areas map, together with the modifications suggested in the findings, and

**FURTHER** authorizes the distribution of said Master Plan to the Planning Office of Warren County in accordance with the requirements of the Municipal Land Use Law (N.J.S.A. 40:55D-13(3)).

The undersigned does hereby certify that the foregoing is a true copy of the action taken by the Planning Board of the Township of Mansfield at a special meeting of the Board on December 16, 1998.

A handwritten signature in cursive script, reading "Patricia J. Gatto", is written over a horizontal line.

**IN FAVOR:**  
DiSessa  
Luchok  
Barbieri  
Wolff  
Pool

**OPPOSED:**  
Baldwin

RWT 1/12/99  
Rev. 1/20/99

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## **BACKGROUND STUDIES**

# GOALS AND OBJECTIVES

## INTRODUCTION

The Master Plan of the Township of Mansfield and the ordinances through which it is implemented reflect the collective goals of the residents for the use of land within the community. The Master Plan has been adopted with the belief that it will exert a positive influence on the future development and evolution of the Township. Further, the goals and objectives will be the foundation for shaping regulatory ordinances, evaluating applications for land development, and guiding the expenditure of public funds on the needs of the municipality.

These goals and objectives were developed with input from the community. A questionnaire/survey was developed by the Planning Board, distributed Township-wide with the results provided in Appendix A.

The main goal of this Master Plan is to protect the quality of life in Mansfield and to preserve this unique and historic community for generations to come. This rural, agricultural and residential community includes intact hamlets and villages, reflecting the community life of previous centuries. Mansfield's mountainous conditions, along with other environmental constraints, have resulted in less-than-average population densities and provide a rural and peaceful setting. These environmental constraints need special protection.

To achieve this main goal, the following specific goals and objectives are established for Mansfield Township:

### 1. **Agricultural Preservation**

Goal: Preserve active farmlands and encourage their continued viability which recognizes that farming is an integral component of the economy of the Township and the region.

Objective: Manage growth and development in agricultural areas such that the best agricultural soils should be permanently preserved for farming and development should occur first on the least usable agricultural soils.

Objective: Encourage and coordinate local agricultural land use preservation with the programs of the state and county and with adjoining municipalities.

## 2. **Environmental Protection**

Goal: Protect environmentally sensitive areas, preserve the natural environment, and ensure a compatible balance between economic and environmental interests.

Objective: Protect environmentally critical areas from development by preventing encroachment on sensitive areas such as wetlands, 100-year flood plains, and steep slopes in excess of 25%.

Objective: Continue to require new development to observe rigorous performance standards to minimize adverse environmental impacts.

Objective: Relate development standards and the permitted intensity of land use to the carrying capacity of the soil and water supply with the objective to preserve natural features.

Objective: Ensure that development respects the conditions of the site, including limited water supply and restricted potential for wastewater disposal, which are the result of the soils and geology native to the Township.

## 3. **Residential Development**

Goal: Preserve the existing housing stock and provide the opportunity for the development of a wider variety of housing types to meet the needs of different income and age levels, family compositions and life styles.

Objective: Encourage residential clustering that maximizes the amount of common open space to be achieved.

Objective: Continue to meet the Township's *Mt. Laurel* affordable housing obligation through the rehabilitation of substandard housing units.

## 4. **Economic Development**

Goal: Encourage development of industrial, commercial, office, research and service uses, selected and regulated so as to preclude land use incompatibilities and in an amount that would increase the tax base which supports the local government and the public school system without disturbing the fragile residential-agricultural balance in the remainder of the Township or negatively impacting traffic circulation.

Objective: Guide future commercial development into appropriate areas to provide a desirable diversity of goods and services within convenient reach of concentrations of population.

Objective: Create a favorable atmosphere for industrial development in appropriate locations by providing adequate land area and municipal services.

## 5. Circulation

Goal: To encourage the design of transportation routes and traffic controls to promote the free and coordinated flow of traffic and discourage facilities and routes which would result in congestion or blight.

Objective: Protect the Township's rural road system by restricting more intense development and regional traffic to County and collector roads. Planning for future development should recognize the constraints of existing narrow roads with their vertical and horizontal curves, which have limited capacity to handle increased traffic.

## 6. Community Facilities and Recreation

Goal: Ensure the provision of adequate community, recreation and educational facilities to adequately accommodate existing and future needs of the Township.

Objective: Develop community recreation facilities for existing and future population centers in concert with the needs and desires of residents.

Objective: Encourage the location of new public facilities, such as parks and schools, so that they are within effective service areas of future population centers.

Objective: Promote the cooperative use of school facilities for recreational and community activities for all residents to the extent practicable.

Objective: Provide adequate public safety services (police, fire, rescue squad) with appropriate facilities, manpower and equipment distributed according to existing and future development patterns.

## 7. Utilities

Goal: Ensure that more intensive development occurs in areas where public sewer and water supply exists or may be easily extended in a limited fashion.

Objective: Discourage water and sewer improvements which would increase growth pressures in rural and agricultural areas.

Objective: Ensure that new lower-density development areas outside of the public sewer service area adhere to strict environmental performance standards prior to development approvals and follow sound septic system management techniques to assure high levels of ground water and stream quality.

Objective: Ensure that the higher density development areas are adequately served by public water, sewers, stormwater drainage and other utility systems in an economic and coordinated manner.

**8. Historic Preservation**

Goal: Preserve and protect sites and villages of significant historic interest for present and future generations to appreciate and enjoy.

Objective: Encourage the preservation and restoration of structures, landmarks, hamlets and villages of significant historic interest. Require design standards in historic areas for new and renovated buildings that will respect the Township's history and rural character.

**9. Recycling**

Goal: Ensure the recycling of materials within the Township in compliance with the New Jersey Mandatory Source Separation and Recycling Act of 1987.

Objective: Establish and enforce Township regulation on the recycling of recyclable materials.

Objective: Continue to provide for the collection of recyclable materials and increase the types of items to be collected as circumstances allow.

# DEMOGRAPHIC ANALYSIS

## INTRODUCTION

The following analysis of demographic characteristics of the Township of Mansfield has been compiled for the purpose of establishing the current levels of population and housing. This data can be used for the purposes of planning the future land use of the Township.

## POPULATION

The population of Mansfield Township has increased by 24% between 1980 and 1990, rising from 5,780 to 7,154 persons (*see* Table 1 below). The 1980's saw a sharp drop in the population growth rate which was 63% in the previous decade. Population growth in Warren County was much less than in Mansfield with only 14% growth between 1970 and 1980 and 9% between 1980 and 1990. Mansfield's population as a percentage of the total County population has been increasing over the last three Census counts. In 1970, the Township comprised 4.8% of the County population. By 1980 the Township's percentage of the County population had risen to 6.8% and in 1990 the Township comprised 7.8% of the County population.

**Table 1. Population Growth, 1970-1990**

	<u>1970</u>	<u>1980</u>	<u>% Growth</u>	<u>1990</u>	<u>%Growth</u>
Mansfield	3,546	5,780	63%	7,154	24%
Warren Co.	73,960	84,429	14%	91,607	9%

*Source: U.S.Census of Population and Housing, 1970, 1980 and 1990.*

**Table 2. Age Distribution, 1980-1990**

<u>Age Group</u>	<u>1980</u>	<u>Percent</u>	<u>1990</u>	<u>Percent</u>	<u>Percent Change</u>
Under 5	413	7.1%	573	8.0%	+0.9%
5-14	966	16.7%	861	12.0%	-4.7%
15-24	1,092	18.9%	966	13.5%	-5.4%
25-34	1,098	19.0%	1,641	22.9%	+3.9%
35-44	733	12.7%	1,097	15.3%	-2.6%
45-54	527	9.1%	723	10.1%	+1.0%
55-64	414	7.2%	537	7.5%	+0.3%
65+	<u>537</u>	<u>9.3%</u>	<u>756</u>	<u>10.6%</u>	<u>+1.3%</u>
<b>Totals:</b>	<b>5,780</b>	<b>100.0%</b>	<b>7,154</b>	<b>100.0%</b>	<b>23.8%</b>

*Source: U.S. Census of Population and Housing, 1980 and 1990.*

# ANALYSIS OF EXISTING ZONING

## INTRODUCTION AND METHODOLOGY

The Township of Mansfield Land Use Ordinance<sup>1</sup> divides the Township into seven zoning districts. The zoning districts are shown on Plate 2 - Existing Zoning. The following discussion analyzes each of the Township's zoning districts in terms of existing land use with particular attention paid to non-conforming uses. For the purposes of this analysis, the term 'existing land use' means the actual utilization of land being conducted on a particular piece of property as regulated by the Township's zoning ordinance. Thus, if a particular existing land use activity is not permitted by the Township zoning ordinance for the particular zone in which the property is located, that use is considered a non-conforming use.

Using the existing land use data collected in the summer and fall of 1997, a computer analysis was undertaken to determine the level of non-conformance for permitted use for each tax lot within the Township under the current zoning ordinance standards. Each lot was assigned a land use category or categories depending on the number of uses on the property. Each lot was also assigned its appropriate zone district or districts depending upon existing zoning designations. In cases where the tax lot contained more than one use, and/or was located within more than one zone district, its acreage was distributed into the appropriate zone district(s) and land use classification(s) based upon the existing zoning and existing land uses identified on the property. Thus, it is possible for one tax lot to be placed into as many as three separate land use classifications and zone districts. Table 2 below indicates the current distribution of acreage and percentage within the seven zone districts of the Township. The distribution of acreage among the various land use categories as well as their relative percentages within the seven zone districts of the Township are shown in Tables 3 and 4.

The total acreage used in the existing zoning analysis for the Township of 19,520 acres (30.5 square miles) is the "published" figure. However, it is noted that the 1974 and 1989 Master Plans for the Township used a figure of 18,976 acres (29.65 square miles) and the "*The New Jersey Municipal Data Book, 1996*" indicates a total acreage for the Township of 19,161.6 acres (29.94 square miles). Consequently, comparisons of acreages and percentages between the various land use surveys of 1974, 1989 and the current analysis are not directly comparable.

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<sup>1</sup> As revised through August 14, 1996.

Table 2 - Acreage Distribution by Zone District

Zone	Classification	Acreage	Percentage
A	Single Family Residential	11,956.27	61.3%
R-1	Single Family Residential	3,829.80	19.6%
R-2	Single Family Residential	939.16	4.8%
R-3	Apartment Residential	165.73	0.8%
B-1	Business	133.51	0.7%
B-2	Commercial	190.35	1.0%
I	Industrial	1,271.14	6.5%
Roads	Roads	1,034.03	5.3%
	<b>TOTAL:</b>	<b>19,520.00</b>	<b>100.0%</b>

*Sources: Township Tax Map Sheets revised to 1/15/97; 1998 Township Real Property Tax List; Township Zoning Map dated March 1997.*

The analysis of zoning in the Township yielded the following information.

### A Single Family Residential

The A Single Family Residential zone is the largest of the seven zone districts within the Township and contains 11,956 acres or 61.3% of the Township's total area<sup>2</sup>. The "A" zone occupies the entirety of the Township west of the Erie-Lackawanna Railroad. The permitted principal uses within the "A" zone include farms, single family dwellings and Township-owned buildings operated for public purposes. Permitted conditional uses include all public buildings, public or institutional uses including parks and playgrounds, private campgrounds, outdoor recreational facilities, churches, home occupations, the raising and keeping of livestock, skeet shooting facilities, trap shooting facilities, turkey shoot facilities and pistol ranges. The minimum lot area within the "A" zone is 135,000 square feet or 3.1 acres.

<sup>2</sup> Area is exclusive of road rights-of-way.

The predominant land use within the "A" zone is Qualified Farmland with 7,076 acres or 59.2% of the zone's land area. The next largest land use category in the "A" zone is Vacant with 2,419 acres or 20.2% of the zone's land area. Other significant land use categories include Public which occupies 1,158 acres or 9.7% of the zone and Single Family Residential which occupies 1,059 acres or 8.9% of the zone's land area. There are 3 parcels which are non-conforming uses within the "A" zone. These parcels include a commercial use along State Route 31 in the northwestern corner of the Township adjacent to the Washington Township boundary and two industrial uses. The first non-conforming industrial use is the Flexco facility on Karrville Road just south of Mitchell Road. The second non-conforming industrial use is the 96 acre JCP&L property north of Rockport Road adjacent to the Independence Township boundary.

### **R-1 Single Family Residential**

The R-1 Single Family Residential zone is the second largest of the seven zone districts within the Township and contains 3,830 acres or 19.6% of the Township's total land area. The areas of the Township zoned "R-1" are generally located east of the Erie-Lackawanna Railroad. The permitted principal uses within the "R-1" zone are identical to those permitted within the "R-2" zone and include farms, single family dwellings, cluster residential developments, and Township-owned buildings. Permitted conditional uses are identical to those permitted in the "A" zone and include all public buildings, public or institutional uses including parks and playgrounds, private campgrounds, outdoor recreational facilities, churches, home occupations, the raising and keeping of livestock, skeet shooting facilities, trap shooting facilities, turkey shoot facilities and pistol ranges. The minimum lot area within the "R-1" zone is 45,000 square feet or 1.03 acres. However, cluster residential development is permitted on tracts of at least 25 contiguous acres. Minimum lot size under the cluster residential zoning provisions is 30,800 square feet or 0.71 acres.

The predominant land use category within the "R-1" zone is Qualified Farmland with 2,546 acres or 66.5% of the zone's land area. Other significant existing land use categories within the "R-1" zone include Public with 434 acres or 11.3%, Single Family Residential with 356 acres or 9.3%, and Vacant with 339 acres or 8.8% of the zone's total land area. There are six non-conforming parcels within the "R-1" zone. Each of the six non-conforming parcels is a commercial use. The first non-conforming use is located at the corner of Rockport Road and Airport Road. The second is the Hackettstown Airport located along Airport Road between Rockport Road and State Route 57. The third is a retail home improvement center located along State Route 57 north of Heiser Road. The fourth is a restaurant along State Route 57 just south of Heiser Road. The fifth is a motel use along State Route 57 just south of the southerly intersection with Watters Road. The sixth non-conforming use within the

"R-1" zone is a large automobile junkyard facility along State Route 57 just north of the intersection with Penwell Road.

### **R-2 Single Family Residential**

The R-2 Single Family Residential zone is the fourth largest of the seven zone districts within the Township and contains 939 acres or 4.8% of the Township's total land area. The areas of the Township zoned "R-2" are located in six separate pockets along portions of Anderson Road, Port Murray Road, State Route 57 and Allen Road. The permitted principal uses within the "R-2" zone are identical to those permitted within the "R-1" zone and include farms, single family dwellings, cluster residential development and Township-owned buildings. Permitted conditional uses include all public buildings, public or institutional uses including parks and playgrounds, churches, home occupations and the raising and keeping of livestock. The minimum lot area within the "R-2" zone is 22,000 square feet or 0.51 acres. However, cluster residential development is permitted on tracts of at least 25 contiguous acres. Minimum lot size under the cluster residential zoning provisions is 17,000 square feet or 0.39 acres.

The predominant existing land use category within the "R-2" zone is Single Family Residential with 410 acres or 43.7% of the zone's total land area. Other significant land use categories within the "R-2" zone include Qualified Farmland with 233 acres or 24.8%, and Vacant with 212 acres or 22.6% of the zone's total land area. There are seven non-conforming parcels within the "R-2" zone. Each of these non-conforming parcels contain commercial land uses. The first is a tattoo parlor along State Route 57 north of River Court. The second is a commercial activity utilizing a series of grain silos along the railroad at the intersection of Hoffman and Main Street in Port Murray. The third is a lawnmower and chainsaw retail operation on Main Street in Port Murray. The fourth is an antiques and art gallery along Main Street in Port Murray. The fifth and sixth are commercial uses located near the intersection of Airport Road with State Route 57. The seventh is a commercial use located along State Route 57 across from the Zeta Consumer Products facility.

### **R-3 Multi-Family Residential**

The R-3 Multi-Family Residential zone is the sixth largest of the seven zone districts within the Township and contains 166 acres or 0.8% of the Township's total land area. The area of the Township zoned "R-3" is located in the northeastern corner of the Township directly adjacent to the Town of Hackettstown. The principal permitted uses within the "R-3" zone include single family residential uses as permitted in the "R-1" zone, churches, public parks and playgrounds, firehouses, garden apartments, townhouses and Township-owned buildings operated for public purposes. There are no permitted conditional uses within the "R-3" zone. The minimum lot area for single family detached dwellings is 45,000 square feet or 1.03 acres. Garden apartment developments are permitted on lots or tracts at least 8 acres

in area while townhouse developments are permitted on tracts of at least 5 acres with minimum fee simple lot sizes of 2,000 square feet.

The predominant existing land use category within the "R-3" zone is Apartment Residential with 113 acres or 68.3% of the zone's total land area. Also of significance is the Townhouse Residential category with 35 acres or 21.1% of the zone's total land area. There are no non-conforming land uses within the "R-3" zone district.

### **B-1 Business District**

The B-1 Business District is the smallest of the seven zone districts within the Township with 134 acres or 0.7% of the Township's total land area. The area of the Township zoned "B-1" is located between State Route 57 and the Musconetcong River east of the intersection of Watters Road with State Route 57. The principal permitted uses within the "B-1" zone include research laboratories, offices and office buildings, light industrial uses, and Township-owned buildings operated for public purposes. Permitted conditional uses include public garages and churches. Prohibited uses within the "B-1" zone include used car or equipment sales; junkyards, automobile wrecking and salvage yards, and disassembly plants; auction establishments; all residential uses; roller skating rinks; manufacturing uses; warehouses and storage buildings; outdoor amusements; trailer or tourist camps; and retail sales and services. There are no permitted conditional uses within the "B-1" zone. The minimum lot area in the "B-1" zone is 1 acre with a maximum permitted building coverage of 20% and a maximum total site coverage of 70%.

The predominant existing land use category within the "B-1" zone is Qualified Farmland with 87 acres or 65.1% of the zone's total land area. The other significant land use category is Vacant with 40 acres or 30.2% of the zone's area. It is noted that less than 5% of the zone's land area is developed. There are no non-conforming uses within the "B-1" zone.

### **B-2 Commercial District**

The B-2 Commercial District is the fifth largest of the seven zone districts within the Township and contains 190 acres or 1.0% of the Township's total land area. The four separate areas of the Township zoned "B-2" are each located along State Route 57. The principal permitted uses within the "B-2" zone include retail sales and services, offices and office buildings, and Township-owned buildings operated for public purposes. Permitted conditional uses within the "B-2" zone include public garages and churches. Prohibited uses within the "B-2" zone include animal hospitals or kennels housing more than three animals; used car lots or used equipment sales lots; junkyards, automobile wrecking and salvage yards, and disassembly plants; outdoor amusements; any residential use; commercial incineration and rubbish, garbage or trash dumps; warehouses and storage buildings; and light industrial and manufacturing uses. The minimum lot area for permitted uses within the "B-2" zone are unspecified and are based upon the size of the proposed structure, parking required to serve the uses on the lot and the specified minimum lot dimensional and yard

requirements set forth in the Ordinance. The maximum building coverage in the zone is 20%, the maximum floor area ratio is 25% and the maximum site coverage is 70%.

The predominant existing land use category within the "B-2" zone is Vacant with 51 acres or 26.8% of the zone's total land area. Also of significance is the Commercial land use category with 50 acres or 26.2%, and Apartment Residential with 38 acres or 19.8% of the zone's total land area. Within the "B-2" zone there are 20 non-conforming parcels of land including 19 single family residential parcels and 1 apartment complex parcel.

## **I Industrial**

The I Industrial zone is the third largest of the seven zone districts within the Township and contains 1,271 acres or 6.5% of the Township's total land area. There are three areas of the Township zoned for industrial use. The first area straddles the Erie-Lackawanna Railroad south of Hazen Road and east of Rockport Road. The second area also straddles the Erie-Lackawanna Railroad and stretches from the Township's boundary with Washington Township, Warren County to the north across Port Murray Road. The third area is located in the western corner of the Township at the boundary with Washington Township along State Route 31 and Tunnel Hill Road. The principal permitted uses within the "I" zone include offices and office buildings; scientific or research laboratories; light industrial and manufacturing uses; warehousing, storage and distribution; and industrial parks containing one or more of the above uses. There are no permitted conditional uses within the "I" zone. Prohibited uses within the "I" zone include all uses not expressly permitted including but not limited to all residential uses; commercial incineration; junkyards, automobile wrecking or salvage yards or disassembly plants; and rubbish, garbage or trash dumps except those operated by the Township or its agents. The minimum lot area for individual industrial uses is 5 acres. Industrial parks are required to have a minimum tract size of 15 acres with minimum individual lot sizes of 2.5 acres. The maximum building coverage for both individual industrial uses and industrial parks is 20% of the lot area.

The predominant existing land use category within the I Industrial zone is Qualified Farmland with 825 acres or 64.9% of the zone's total land area. Also of significance is the Industrial land use category with 189 acres or 14.9% of the zone's total land area. Within the "I" zone there are 43 non-conforming land parcels including 34 single family residential homes and 9 commercial and office establishments.

## Summary

The analysis of existing zoning illustrates the breakdown of the various existing land use categories among the seven zone districts of the Township in terms of acreage and percentage. The analysis also identifies those tax parcels which are used for purposes not permitted within their zone district. Overall, the analysis has identified 79 parcels of land which are non-conforming in terms of permitted land use. The "I" zone contains the largest number of non-conforming uses followed by the "B-2" zone. This data may be used by the Planning Board to consider permitted land uses in the Township's Land Use Plan Element and subsequently to recommend changes in the Township's zoning ordinance.

# Existing Zoning

## Mansfield Township

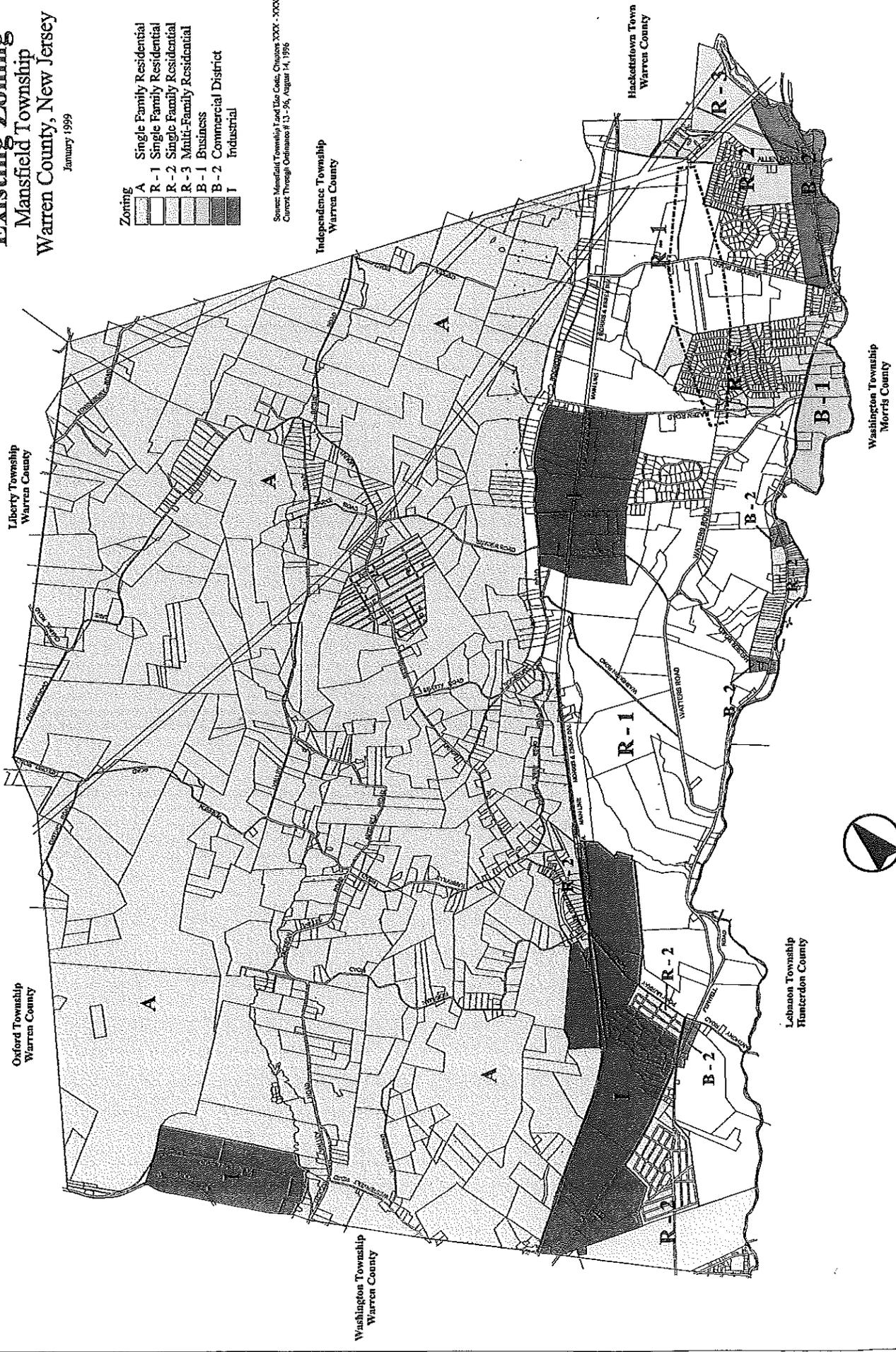
### Warren County, New Jersey

January 1999

Zoning

A	Single Family Residential
R-1	Single Family Residential
R-2	Single Family Residential
R-3	Multi-Family Residential
B-1	Business
B-2	Commercial District
I	Industrial

Source: Mansfield Township Zoning Code, Chapters XXX - XXXXX  
 Current Through Ordinance # 13-98, August 14, 1998



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 A Professional Corporation

# ANALYSIS OF EXISTING LAND USE

## INTRODUCTION AND METHODOLOGY

Surveys of the existing land use characteristics of the Township have been undertaken in the past in the years 1963, 1974 and 1989. In 1997 the Township commissioned Clarke Caton Hintz to survey the existing land use characteristics of the Township as part of a comprehensive Master Plan revision process. The current survey has utilized a number of data gathering sources including past land use surveys, the Township's Tax Map sheets revised through January 15, 1997, the Township's 1998 Real Property Tax List, aerial photographs and field observations during the summer and fall of 1997. The survey determines how land in the Township is actually being used as distinct from what is permitted by the municipality's zoning ordinance. It will enable the Township Planning Board to understand and evaluate the land use patterns, extent of development and land use changes over time. The existing land use survey is intended to determine potential land resources for development without policy considerations.

The existing land use patterns are illustrated on Plate 1 - Existing Land Use. Based on the survey, the existing land use pattern in Mansfield can be divided into 12 broad functional categories: Qualified Farmland, Single Family Residential, Apartment Residential, Townhouse Residential, Commercial, Office, Industrial, Quasi-Public, Public, Railroad, Vacant and Roads. [*We note that the attached Existing Land Use map is not yet complete. However, all acreage figures and percentages within this section are accurate and complete.*] Table 1 below indicates the amount of land in each land use category in the Township by acreage and percentage. The total acreage used in the existing land use analysis for the Township of 19,520 acres (30.5 square miles) is the "published" figure. However, it is noted that the 1974 and 1989 Master Plans for the Township used a figure of 18,976 acres (29.65 square miles) and the "*The New Jersey Municipal Data Book, 1996*" indicates a total acreage for the Township of 19,161.6 acres (29.94 square miles). Consequently, comparisons of acreages and percentages between the various land use surveys of 1974, 1989 and the current analysis are not directly comparable.

In addition, it is noted that adjustments have been made in the mapping and acreage tabulation of certain of the lots with single family homes. Specifically, these lots include those having greater than the minimum lot area permitted by zoning, and having a likelihood of further subdivision based on surrounding developable land. These lots are illustrated on Plate 1 showing the minimum permitted lot area for the zone in yellow to represent "Single Family Residential" and the remainder in either white to represent "Vacant" or light green to represent "Qualified Farmland". The acreage of these lots is tabulated in similar fashion. This technique has been employed for only those single family

residential lots in the "A" and "R-1" zones. For example, a 5.1 acre lot in the "A" zone would have 3.1 acres (minimum lot area) illustrated in yellow and 2.0 acres illustrated in white or light green.

**Table 1. Existing Land Use in Acres and as a Percentage of Total Land Area**

Land Use Category	Acreage	Percentage
Qualified Farmland	10,781.74	55.2%
Single Family Residential	1,891.83	9.7%
Apartment Residential	184.81	0.9%
Townhouse Residential	34.96	0.2%
Commercial	182.37	0.9%
Office	54.39	0.3%
Industrial	291.24	1.5%
Quasi-Public	132.46	0.7%
Public	1,730.56	8.9%
Vacant	3,094.94	15.9%
Railroad	106.68	0.5%
Roads	<u>1,034.03</u>	<u>5.3%</u>
<b>TOTAL:</b>	<b>19,520.00</b>	<b>100.0%</b>

Agricultural uses comprise 55.2% of the total land area, residential uses 10.8%, commercial and industrial uses 2.7%, quasi-public and public uses 9.6%, vacant land 15.9%, and roads and railroads 5.8%.

## EXISTING LAND USE CLASSIFICATIONS

### QUALIFIED FARMLAND

The Qualified Farmland land use category comprises 10,782 acres or 55.2% of the total land area of the Township and is the largest land use category. Land parcels in this category are illustrated in light green on Plate 1. Land areas in the Qualified Farmland category are parcels classified by the Township's 1998 Real Property Tax List as "3B Farm (Qualified)". It is noted that a number of these parcels also have a portion of their total acreage classified as "3A Farm (Regular)". This portion represents a residential dwelling on the property.

The acreage attributed to the residential portion of these parcels is illustrated in yellow on Plate 1 and tabulated under the "Single Family Residential" land use category.

The largest concentration of Qualified Farmland is located in the portion of the Township between the Erie-Lackawanna Railroad and the Musconetcong River, where the most favorable agricultural soils are found. The land in this area of the Township is relatively

flat and together with the rich soils, is more favorable to agricultural use. There are also significant contiguous areas of Qualified Farmland in the portion of the Township to the west of the Erie-Lackawanna Railroad. The land in this portion of the Township is more undulating and mountainous in its topography but is still favorable for agricultural use. Since the 1989 existing land use survey, the amount of land in the Qualified Farmland category has remained virtually unchanged. Although the total acreage in the category is slightly higher in 1997 compared to 1989 (10,782 acres vs. 10,641 acres), the disparity can be accounted for in the differing methods of tabulation for the two surveys.

### **Single Family Residential**

The Single Family Residential land use category comprises 1,892 acres or 9.7% of the total land area of the Township and is the second largest land use category. Single Family Residential land use is illustrated in yellow on Plate 1. Single Family Residential development in the Township can be characterized into four main types. The first type are the homes located along the various road frontages of the Township, generally in the land area west of the railroad. These homes are generally older and have developed individually over the years. The second type of single family residential development are the homes located on large agricultural and vacant parcels. These homes generally are older and have also developed individually over the years.

The third type of single family residential development is represented by three areas of the Township which were characterized by the 1989 Township Master Plan as "premature subdivisions". These areas have never been fully developed. The first of these subdivisions is known as Hillcrest Manor I located along Anderson Road and south of State Route 57 in the southeastern portion of the Township. According to the 1998 Township Tax List there are 93 single family homes, 1 commercial establishment and 2 church-owned properties located within the subdivision. The Township owns an additional 127 parcels (15 acres) which are vacant, and 307 parcels (49 acres) are privately owned and vacant. The second of the premature subdivisions is known as Hillcrest Manor II located near the intersection of Port Murray Road and State Route 57. According to the 1998 Township Tax List there are 17 single family homes and 1 commercial establishment within the subdivision. The Township owns an additional 99 parcels (46 acres) which are vacant and 93 parcels (38 acres) are privately-owned and vacant. The third of the premature subdivisions is located along Mt. Bethel Road in the central portion of the Township and is known as Silver Springs. The majority of the platted streets within the subdivision were vacated in 1981. According to the 1998 Township Tax list there are 15 single family homes and 2 farmland qualified parcels (38 acres) within the subdivision. Three parcels are owned by the Township totaling 0.39 vacant acres, and 29 parcels (91 acres) are privately-owned and vacant.

The fourth type of single family residential development is represented by the homes found in large scale major subdivisions in the northeastern portion of the Township. These subdivisions include Diamond Hills, Brantwood Terrace and Sunnyview. Since the 1989

existing land use survey, the amount of land in the single family residential land use category has remained virtually unchanged. Although the total acreage in the category is slightly lower in 1997 compared to 1989 (1,892 acres vs. 2,049 acres), the disparity can be accounted for in the differing methods of tabulation for the two surveys. Specifically, in the current land use analysis single family homes located on lots larger than the minimum permitted lot size and capable of further subdivision in the "A" and "R-1" zones were assigned an acreage equal to the minimum lot size for the zone in the single family category. The remaining acreage was assigned either to Farmland Qualified or Vacant. This technique was also utilized in the 1989 survey but fewer parcels were tabulated in this manner.

### **Apartment Residential**

The Apartment Residential land use category comprises 189 acres or 0.9% of the total land area of the Township. Apartment Residential land use is illustrated in brown on Plate 1. The Township's apartment complexes are located in the northeastern portion of the Township adjacent to the Town of Hackettstown.

### **Townhouse Residential**

The Townhouse Residential land use category comprises 35 acres or 0.2% of the total land area of the Township. Townhouse Residential land use is illustrated in orange on Plate 1. The Townhouse land use category is comprised of one development in the northeastern portion of the Township near the Town of Hackettstown.

\* The 1989 existing land use survey combined the Township's apartment and townhouse complexes into one "Multi-Family Residential" category totaling 171 acres. When the current "Apartment" and "Townhouse" land use categories are combined they total 220 acres.

### **Commercial**

The Commercial land use category comprises 182 acres or 0.9% of the total land area of the Township. Commercial land uses are illustrated in red on Plate 1 and generally are found along State Route 57. Commercial land uses in the Township include small and large commercial and retail establishments. The largest concentrations of commercial land use are found along State Route 57 between Airport Road and the boundary with Hackettstown. The largest commercial land uses in terms of acreage include an automobile junkyard along State Route 57 near Penwell Road and the Hackettstown Airport on Airport Road.

### **Office**

The Office land use category comprises 54.39 acres or 0.3% of the total land area of the Township. Office land use is illustrated in pink on Plate 1. Office land uses in the Township are generally located along State Route 57 and include small professional offices

as well as offices for larger businesses. The largest office land use in the Township is the Storer Cable facility on Port Murray Road.

\* The 1989 land use survey did not distinguish between commercial and office land uses but instead combined these into a 'commercial' land use category. Since the 1989 survey, the amount of land in the combined "Commercial" and "Office" land use categories has increased from 228 acres to 237 acres.

### **Industrial**

The Industrial land use category comprises 291 acres or 1.5% of the total land area of the Township. Industrial land uses are illustrated in lavender on Plate 1 and generally are oriented toward to the Erie-Lackawanna Railroad. The largest industrial land uses in the Township include the JCP&L property west of Rockport Road at the boundary with Independence Township, a large property along Hoffman Road and the railroad<sup>1</sup>, the Zeta Consumer Products facility between State Route 57 and the railroad in the southeastern corner of the Township, and the Nova-Borealis facility on Rockport Road between Blau Road and Thomas Road. The 1989 existing land use survey identified 398 acres of industrial land use. The main difference between the current 1997 analysis and the 1989 analysis is the reclassification of 88 acres of the industrial property on Hoffman Road as vacant land. In addition, a small portion of land along the railroad just north of Port Murray Road previously designated in 1989 as industrial is no longer designated as such.

### **Quasi-Public**

The Quasi-Public land use category comprises 132 acres or 0.7% of the total land area of the Township. Quasi-Public land use is illustrated in blue on Plate 1. Parcels designated as Quasi-Public include houses of worship, cemeteries, fire and emergency service facilities, institutional uses and private recreational areas. The largest Quasi-Public land uses in the Township include the Warren County Welfare Home on Oxford Road and Camp Merryheart facility (Easter Seals of NJ) on Mt. Bethel Road.

### **Public**

The Public land use category comprises 1,731 acres or 8.9% of the total land area of the Township. Public land use is illustrated in dark green on Plate 1 and is the third largest land use category in the Township. Parcels designated as Public include those owned by the Township such as schools, the municipal building, municipal parks and numerous small

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<sup>1</sup> It is noted that approximately 88 acres of this property are undeveloped and have been classified within the "Vacant" land use category.

parcels within the Hillcrest Manor I & II and Silver Springs subdivisions. In addition, parcels owned by the County and the State of New Jersey have been included within the Public land use category. The largest Public land uses include the NJ State Game Farm lands located at several locations throughout the Township and the National Guard and State Police facilities along State Route 57 in the southeastern corner of the Township. The 1989 existing land use survey did not distinguish between Public and Quasi-Public land uses but instead grouped them together for a total area of 1,860 acres. The amount of land designated within these two categories has remained unchanged since the 1989 survey.

### **Railroad**

The Railroad land use category comprises 107 acres or 0.5% of the total land area of the Township. Railroad land use is illustrated in gray on Plate 1 and includes the entire length of the Erie-Lackawanna Railroad which runs traverses the Township in a northeast to southwest direction. The 1989 existing land use survey did not designate "Railroad" as a land use category.

### **Vacant**

The Vacant land use category comprises 3,095 acres or 15.9% of the total land area of the Township. Vacant land is illustrated in white on Plate 1. The Vacant land use category includes those lands designated as vacant in the 1998 Township Tax List. These parcels are not utilized for agricultural activities and often are wooded. However, it is noted that a number of large vacant parcels in the Township host single family homes.

The 1989 existing land use survey tabulated a total of 3,629 acres of vacant land. Since that time, the amount of land in the Township designated as vacant has declined to 3,095 acres. Although limited development has occurred in the Township since 1989, the difference in vacant acreage between the 1989 and 1997 surveys can mainly be attributed to differences in tabulation and classification methods.

### **Roads**

The final existing land use category is roads. Road rights-of-way comprise 1,034 acres or 5.3% of the total land area of the Township. The "Roads" category has been calculated as the remainder of acreage after all other land uses categories have been totaled. The 1989 existing land use survey did not designate roads as a separate land use category. However, since 1989 the amount of road rights-of-way added to the Township is insignificant.

### **SUMMARY**

The existing land use survey shows a land use pattern typical of a rural municipality in northwestern New Jersey. Agriculture is the dominant land use comprising more than half

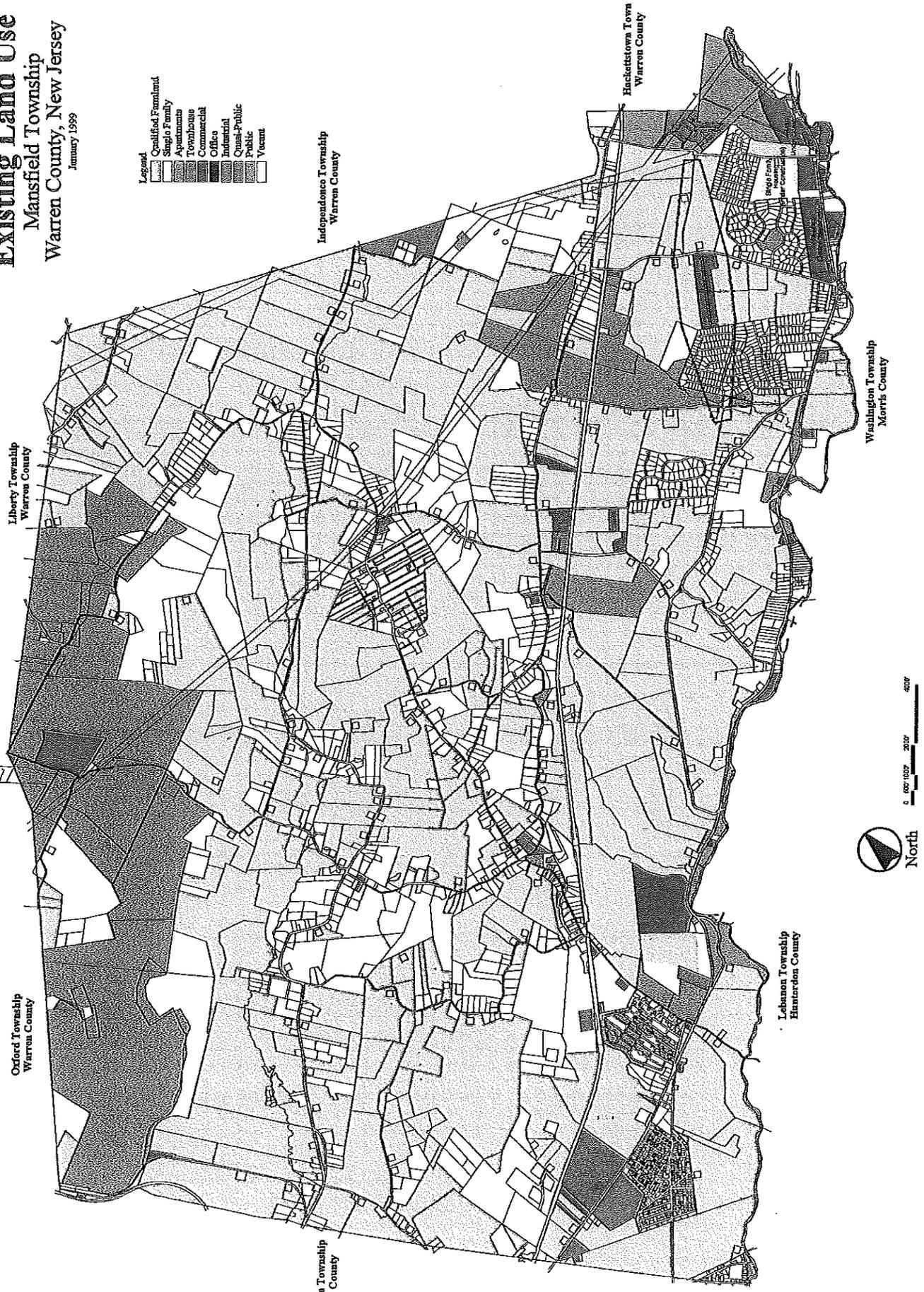
of the total acreage of the Township. The Township of Mansfield faces development pressure from the Town of Hackettstown to the northeast and the Borough of Washington to the southwest. However, the Township remains very rural with significant environmental limitations to future development. The importance of these environmental factors will be reviewed in the environmental section of this Master Plan.

# Existing Land Use

## Mansfield Township

### Warren County, New Jersey

January 1999



- Legend**
- Qualified Farmland
  - Single Family
  - Apartments
  - Townhouse
  - Commercial
  - Office
  - Industrial
  - Coast-Public
  - Public
  - Vacant

Liberty Township  
Warren County

Oxford Township  
Warren County

Washington Township  
Warren County

Independence Township  
Warren County

Hackettstown Town  
Warren County

Lebanon Township  
Hunterdon County

Washington Township  
Morris County

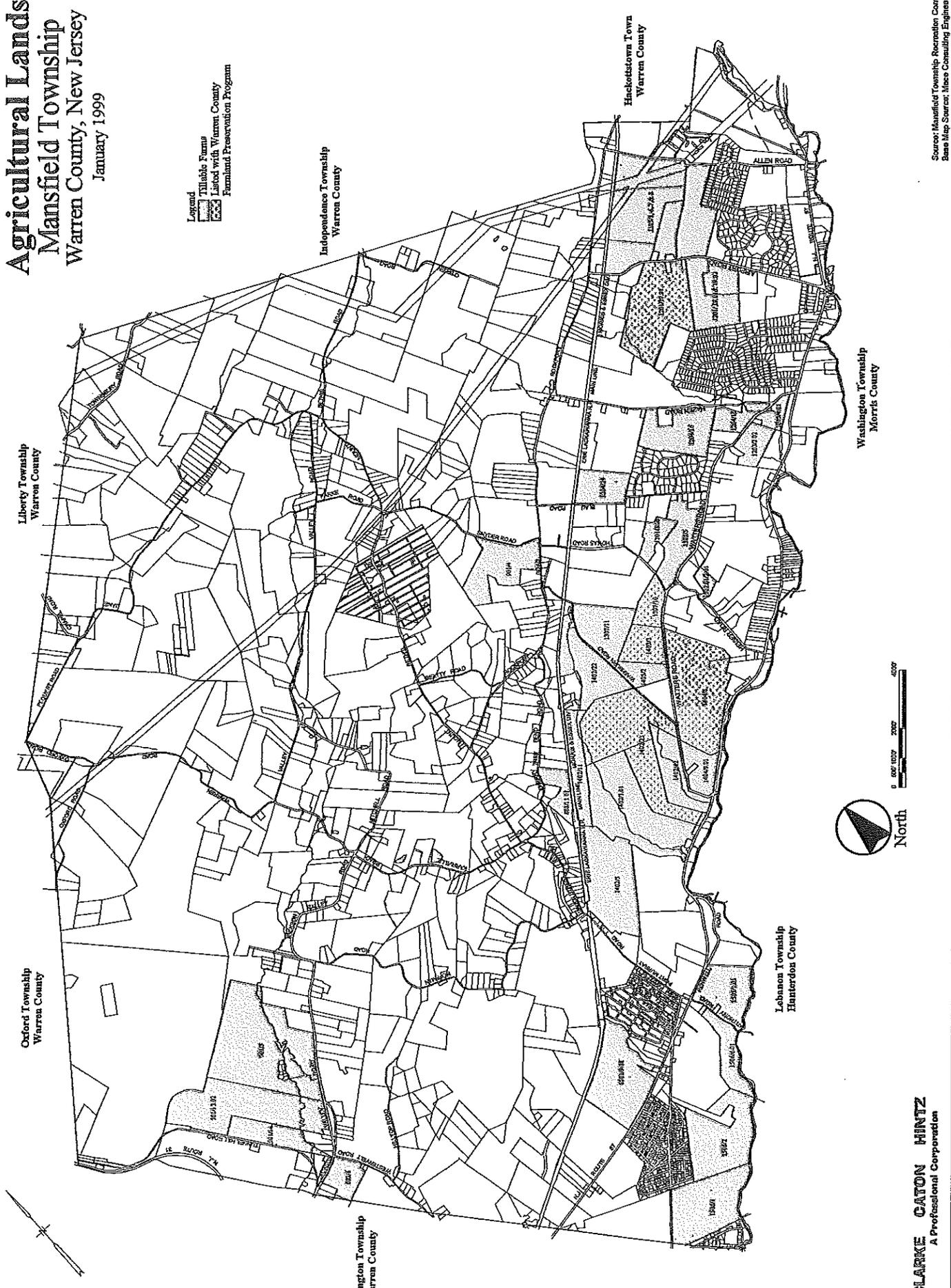


0 100' 200' 400'

# Agricultural Lands Mansfield Township Warren County, New Jersey

January 1999

Legend  
  
 Tillable Farms  
 Listed with Warren County  
 Farmland Preservation Program



Source: Mansfield Township Recreation Committee  
 Base Map Source: Micro Consulting Engineers

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# HISTORIC PRESERVATION RESOURCES

## A BRIEF HISTORY OF EARLY MANSFIELD TOWNSHIP

Mansfield Township, with 30.5 square miles, is next to the largest Township in Warren County. It was separated from Greenwich Township back in 1754 when the thirteen English colonies were engaged in the French and Indian War. Its name came from that the Presbyterian Church located at the old Burying Ground in what is now Washington. The church was called the Mansfield Wood House Presbyterian Church in honor of Lord Mansfield of London.

Though separated from Greenwich in 1754, it wasn't incorporated as Mansfield Township until 1798. In 1849 Washington Township was carved from a section of Mansfield. Other parts were annexed to Oxford and Hackettstown. Today's boundaries date back to 1875.

The Township is located at the foothills of that part of the Appalachian Highlands known as the Kittatinny Range. The Upper Pohatcong Mountains run throughout Mansfield from northeast to southwest. The deep valleys of the Musconetcong River and the Pohatcong Creek cut through it in the same direction. The Musconetcong River is also the dividing line separating Mansfield from Morris and Hunterdon Counties. Two other streams, the Old Hollow Brook and Trout Brook, also flow through Mansfield, emptying into the Musconetcong.

The first inhabitants of the area were the Lenape Indians. The evidence of their occupation of the lands along the Musconetcong and the Pohatcong is through discoveries of their artifacts. Arrowheads and hollowed-out grinding stones have been discovered along both of these waters. The earliest European settlers of these areas were of English and Scotch-Irish origin.

Mansfield's rivers and streams played important roles in its history. They were important both for their water-power for its early industries and for the rich soil bordering those streams and rivers providing for farming to thrive.

In the one hundred years between 1760 and 1860, Mansfield's economy grew from a variety of endeavors. Gristmills, saw mills, a tannery, distilleries and trade that took place all prospered along its waterways. In addition to the farming that took place on the lands in between the rivers, there were also iron mines, lime-burning kilns and slate quarries to provide its citizens with an abundance of work. The many lime kilns were of special importance to neighboring farmers who added it to their soil.

Extensive iron ore deposits were found in Mansfield, making the iron industry an very important occupation there during the 1800's. The Crane Iron Company, the John C. Welsh Mines, the Bald Pate Mine, owned by Amos Beatty and the Shields' Mine each yielded from 500 to 2,000 tons of ore a year.

The Stephenson and Criger Mines were never fully developed. Iron Mining throughout northwestern New Jersey gradually declined with the discovery of large deposits of a higher quality ore in the North Central states in the later 1800's. Mansfield's iron industry eventually fell to the same fate, but it was still going strong in the late 1880's.

In 1806 the Morris Turnpike, connecting Easton, Pennsylvania, with Morristown by way of Schooley's Mountain, passed through Mansfield. This popular toll-road carried stage coaches, carriages and wagons of commerce through the Township. Needless to say, this opened a whole new set of ancillary businesses for Mansfield which included stores, hotels, blacksmith shops and public houses for the accommodation of those many travelers.

From 1831 to 1924, when it was drained because of the overwhelming competition of the railroads, the Morris Canal provided an economic boon—unrivalled before or since in Mansfield Township. Not only was it of great economic benefit and recreational benefit to the community, but it was also responsible for the establishment of two of its thriving in-land port villages—Port Murray and Rockport.

One of the great engineering feats of the 19<sup>th</sup> century, the Morris Canal was an important commercial-transportation route between Easton, Pennsylvania and the ports of Newark and later Jersey City, connecting Pennsylvania and western New Jersey with the nation's eastern seaboard. Mansfield shared in many ways in this canal's colorful history.

Its main original purpose was to carry anthracite coal from the mines of Pennsylvania to the nation's eastern seaboard. It also, however, helped to keep alive northwest Jersey's iron mining industry well through the 19<sup>th</sup> century, and in some cases, into the 20<sup>th</sup>. The Morris Canal carried such diverse goods as farm produce, lumber, limestone clay, stone and at times even passengers. It became the life-blood of New Jersey's northwestern counties, and Mansfield was a part of this hub of activity.

The Morris Canal was such an integral part of Mansfield's life that to ignore it, even in a brief history, would be tantamount to removing an important organ from one's body. It brought not only prosperity to the community, but much activity and color as well. In addition to much employment the Canal also provided a source of fun and pleasure for Mansfield's citizens. It was a location for ice skating in winter months. In summer, spring and fall, boating and swimming were enjoyed as well as fishing and trapping. Its towpaths were the setting for hiking, picnicking and just strolling along its pretty countryside. Unfortunately, some of its rowdy workers were also a source of hooliganism.

The arrival of the Morris and Essex Railroad, which later became the D.L.&W., was hailed as another boon to Mansfield. It provided both passenger and freight service between Phillipsburg and Jersey City. But it was to prove the death knell to the colorful Morris Canal and would never replace it as the lifeblood of Mansfield and its people.

Under the English system of government the colony of New Jersey was divided into counties and its counties into townships. Within these townships were a number of little settlements—often known as villages. Mansfield Township had its share of these early settlements.

Andersontown, later called merely Anderson was named after Joseph Anderson who settled there in 1787—shortly after the American Revolution. He owned much of the land thereabouts and in 1795 built and operated a successful hotel and later a distillery. Anderson's distillery was in operation from 1810 until 1852 under his descendants. A Dr. Beavers came there to practice medicine in 1790. The first gristmill was built in Andersontown in 1798 by William Little. The first general store was opened in 1825. At one time it also had its own post office.

Beattystown is the oldest settlement in the Township. It was named in honor of the man who built its first mills there, before the American Revolution. It was originally called Beatty's Mills. Stewart Martin kept a public house (tavern) there during the American Revolution where some of the captured British soldiers of General Burgoyne's army were fed while heading for Virginia after their defeat at the Battle of Saratoga. Zia Osman built the village's first apple-wiskery distillery. Later, the Bird brothers expanded that operation to include corn-whiskey. The Birds, also ran its general store, tried to change its name to Birdburg, but they didn't succeed. Beattystown had a wagon shop, a basket factory, a sawmill and blacksmith shop as well as commercial lime kilns. Thomas Shields opened the shield Hematite mines there in 1870. The mines closed down in about 1886. The mills at Beattystown were operated by the force of the water from the Musconetcong River. It was once a thriving market place for the produce of local farmers. In modern times Joseph Schwanda operated a commercial airport on Airport Road—known as the Schwanda Flying Service.

Karrsville, later Karrville, was named after the Karr Family because their farms made up most of the land. During part of the 1800's it was Mansfield's leading industrial area. In addition to a tannery, a wheelwright shop, a blacksmith and a shoemaker, Karrsville had within its boundaries two distilleries, two sawmills and a gristmill, a general store and a lime kiln. A stone school was built there about 1840; it still stands today. The Marlatt family operated a fruit farm there starting around 1830.

Port Murray and Rockport both got their starts as thriving villages with the opening of the Morris Canal in 1834. Because of their importance to the canal and the trade carried on in them as a result of the Canal, general stores were opened there as well as their own U.S. Post Offices. With the coming of the DL&WRR, Port Murray also had the only railroad station in the Township. It later became the end of a trolley line as well that once operated from Phillipsburg through Washington.

Mount Bethel, was named by Bishop Asbury when he established a Methodist Episcopal Church in that settlement in 1844. One of its early settlers, James Egbert, both constructed and once owned the church. It was then called Egbert's Church. The first settler known to live in the area was Dr. Robert Cummins, who was a surgeon in the Continental Army and settled there right after the Revolutionary War. It was he who got James Egbert to settle there in 1790.

Penwell, located along the Musconetcong River, was named after a similar community on the other side of the river in Hunterdon County. During the American Revolution, General Washington and his troops encamped there for the night on the Miller farm during one of his many marches throughout New Jersey.

Andrew Miller kept an inn in that location before the Revolution. Daniel Anthony setup a wheelwright and blacksmith shop there in 1826.

Butler Park is one of the later communities founded in Mansfield Township. It is located along the Musconetcong River and received its name from the Butler Amusement Park, which was directly across the river in Hunterdon County. The park was owned and operated by William Butler from 1929 to 1952. It was once a popular picnic and boating area. The housing development that grew up in Mansfield on the Warren County side just took on its name.

## **MAPPING OF HISTORIC RESOURCES**

A Mapping of the township's historic preservation resources was prepared with the following Categories:

### **Site/Structure Class (National Register)**

- Contributing
- Non-Contributing

### **National Register Eligibility**

- Part of District
- Eligible
- Non-Eligible
- Possibly Eligible
- On National Register
- Relates to Morris Canal
- Structure Demolished
- Reevaluation Needed
- Possible Historic District

These were developed from an inventory prepared by the Mansfield Township Historic Preservation Advisory Committee. Those materials are incorporated by reference. The map is appended to this report.

# PLAN ELEMENTS

# LAND USE PLAN

A Land Use Plan Element of a Master Plan is one of several elements to guide the future of the community. However, the Land Use Plan is the lynchpin of all other elements, which follow and help implement the Land Use Plan. The Land Use Plan becomes implemented by the Zoning Ordinance. It considers the existing land use patterns, environmental constraints and factors, historic settlements, external development pressures, goals and objectives of the community, and the other elements of the Master Plan, such as utilities, roads, etc.

The Land Use Plan is divided into ten categories of future land use:

- A Single Family Residential
- GC Golf Course Community
- ARC Adult Retirement Community
- R-1 Single Family Residential
- R-2 Single Family Residential
- R-3 Multi-Family Residential
- VR Village Residential
- HVC Historic Village Commercial
- B-1 Business
- B-2 Commercial
- I Industrial
- I/PO Industrial/Professional Office

The land use considerations and related factors, and recommendations for each category are summarized below.

## **A Single Family Residential**

The A land use category is the largest area of the township. It constitutes 11,987 acres or 18.72 square miles (61% of the Township). As seen from the Land Use Plan map, it lies north of the railroad and covers the bulk of the township to Oxford Township and Liberty Township to the north.

The A Single Family Residential is characterized by greater variation in topographic elevation, with mountainous areas. These include County House Mountain, with elevations exceeding 1,000 feet above sea level, Pohatcong Mountain, and Baldpate Mountain, ranging from 900 to 1,200 feet above sea level. The Pohatcong Creek bisects this area and contains the most significant wetlands and flood plains in the township.

Existing land use is sparsely developed with residences and farms. Total undeveloped (vacant and in farmland) acreage is 9,550+ acres. The county and state have large landholdings in this area of the township.

There are a number of constraints to development in this portion of the township, including the geology with hydrologic limitations for wells (granites and gneisses), soil constraints which limit the development of septic systems (the majority rated "severe" for septic suitability), and a poor road system as a result of the mountainous terrain. This area has no public sewer or water with the exception of the Pequest River MUA Sewer Service which handles the county operated facilities.

Residential lot sizes or the density of development have a direct relationship to the resultant concentration of nitrates in ground water supplies. Mathematical models may be employed to determine appropriate lot sizes and density in order to attain a target level of nitrates in groundwater. Known as nitrate dilution models, these calculations consider aquifer recharge rates, natural dinitrification rates, persons per family, wastewater generation per person, and initial nitrate concentration in the calculation of a resultant final nitrate concentration. The State Planning Commission relied on nitrate dilution modeling to calibrate appropriate densities in preparing the "Planning Standards and Guidelines" - Volume III of the Preliminary SDRP (January 1989). A standard of 3 mg/l nitrate dilution model recommended lot sizes of 15.5 acres to 31.1 for Crystalline rocks, 7.8 acres to 15.5 acres for Quartzite rock formations, and 5.2 acres to 6.2 acres for Limestone.

The NJ Geological Survey of the NJ Department of Environmental Protection standard for the nitrate dilution model is 5mg/l, which translates into lot sizes of 8.8 to 17.6 acres for Quartzite formations, lot sizes of 4.4 to 8.8 for Crystalline, and lot sizes of 2.9 to 3.5 acres for Limestone. Since the northern 61% of the township (proposed "A" zone) is largely granites, gneisses and quartzites, a standard lot size of 5 acres minimum is appropriate to meet the minimum recommended guidelines of the NJ Geological Survey for nitrate dilution.

In the proposed R-1 land use category, where limestone is predominate, a minimum lot size of 3 acres is at the minimum recommended for limestone-type formations.

Zoning is currently a three acre minimum lot size, which is proposed to be changed to five acres minimum due to the existing development pattern, environmental constraints, and inadequate circulation system. Properties can be developed through conventional subdivision, or by means of lot size averaging, where the minimum lot size is three acres, but the density overall remains at one unit per five acres. The remaining or leftover parcel(s) can remain in permanent farmland and should be large enough and massed adjacent to other farms to ensure viability for farm operations.

## GC Golf Course Community

This is proposed as a new zone, which is designed for older adults as a golf course residential community. Development as a golf course community would be permitted only if public sewer and water services are available, with single family residential as a permitted use without public sewer and water.

Two zones are proposed, one at the eastern edge of the Township near Hackettstown, and the other at the western end near Washington. Both GC designations have some utilities, although the eastern site is within the HMUA service area and would have public sewer and water. The western site only has public water, but the Utilities Plan Element proposes this area to be part of a privately operated community septic system, franchised by the township and expanded public water service area.

The permitted densities would be as follows:

### Eastern GC Zone

Gross density - 1.25 DU/AC, 3.5 DU/AC Net Density	If developed as a golf course community;
1 3/4 acre minimum lot size (0.6 DU/AC)	If developed as a single family subdivision;

### Western GC Zone

Gross density - 1.0 DU/AC, 3.5 DU/AC Net Density	If developed as a golf course community;
3 acre minimum lot size (0.33 DU/AC)	If developed as a single family subdivision.

Where a minimum acreage of 250 acres cannot be assembled to develop a residential golf course community, conventional single family lots can be developed on lot sizes of 3 acres or more in the westerly designated GC area, and 1.75 acres in the easterly designated GC area.

The eastern GC designated area would generate about 349 DU if developed as a golf course community moving the density away from the airport hazard zone. The western GC would be developed as approximately 529 DU if the entire area is developed as a golf course community.

Homes are envisioned to be located around the golf course, however, in the case of the site on Airport Road, the golf course may be developed in the airport hazard zone, excluding any residential units. Any housing units will have to be clustered to the north of the airport hazard zone.

Golf course residential communities can only be developed as age-restricted communities for those 55 years or older. Further, it is proposed that golf course residential communities can be developed with a range of housing types, from small lot single family detached homes on 10,000 square feet, to "zero lot line" single family detached on 3,500 square foot lots to townhouses on lots of approximately 2,000 square feet. The density for the residential portion of any golf course community is proposed at 3.5 DU/AC, with public sewer and public water. This assumes 160 acres utilized for an 18-hole course for the golf course portion of the development.

Both GC sites have relatively gentle topography and no wetlands or flood plains. The geology is limestone in both cases. Road access is good for the two sites, with the western site near and accessible to Route 57, and the eastern site near Rockport Road and adjacent to Airport Road. The two GC areas total approximately 807 acres.

The golf course communities should be positive ratables to the community, with little impact on services. The demand for golf courses, and related residential communities, is increasing as the general population grows older, and has more available time for recreational activities.

### **ARC Adult Retirement Communities**

Adult retirement communities are specifically designed for active, independent older people. Units are generally for purchase, but occasionally rental units are available. These units may be in the form of single houses, duplexes, condominiums, or garden apartments. Adult retirement communities usually provide social and recreational activities, ie., a club house, tennis, golf, swimming, etc., and limited services, such as transportation. Generally there are no extensive medical or nursing services available. A manager is usually responsible for the general maintenance and upkeep of the community. A monthly fee is generally charged for these services. The resident pays property taxes, as well. The usual entrance age for most communities is 55 years or older. These facilities are registered with the New Jersey Department of Community Affairs, Office of Planned Real Estate Development.

Continuing Care Retirement Communities (CRCC) are becoming well-integrated campus-like communities for senior citizens, offering health care services, a variety of living arrangements, and outdoor spaces to complement and enhance the residential environment. The residential choices

include independent housing in single family cottages and semi-attached units, both of which are single story, as well as multi-storied apartment units, and assisted living units with nursing care. The CRCC is another alternative for the ARC zone.

This proposed zone will have to be served by public sewer and water. The recommended location is on the south side of Route 57, opposite Hazen Road, with an acreage total of 82 acres. The firehouse should be a permitted use in the zone as well as Adult Retirement Communities and Continuing Care Retirement Communities. Gross density for the ARC would be 4.0 DU/AC, allowing approximately 320 units.

Professional offices with a maximum square footage per building of 10,000 sf is a proposed conditional use in the zone, with reduced building coverage.

### **R-1 Single Family Residential**

This proposed land mass (area) is almost identical to the R-1 zone. It is proposed to be enlarged along Hazen Road and Rockport Road, and then reduced by the creation of the VC Village Community Option and the GC Golf Course option. This is the second largest proposed zoning designation in the township.

Some residential subdivisions have occurred in the Airport Road area and Watters Road area, but generally the area is sparsely developed with residential uses and farms. There are approximately 2,700 acres left undeveloped (vacant or in farmland) at this time.

Environmental constraints involve the limestone formations predominant in the area, which provide adequate wells, but like most limestone formations, have potential problems with sinkholes. Septic suitability ranges from slight to moderate to severe (about one-third each) but septic systems can affect underground aquifers and thus, wells in the area. There are fewer wetlands and flood plains than in the Agricultural land use area, and the terrain is more a series of hills than mountains. The Musconetcong is the major river valley through the area.

While there is limited public water and sewer servicing the area, the R-1 area has good road systems including Route 57, and community facilities, including shopping and businesses adjacent to it.

The proposed gross density is 0.33DU/AC or one dwelling unit per three acres. Several development options are offered in this zone including conventional subdivision with three acre lots, lot size averaging where lots are reduced to one acre but at the same density of one home per three acres, with preservation of lands for agricultural preservation, cluster development with a minimum open

space dedication of 30% of the tract and smaller lots for housing, and finally, transfer of development credits (TDC). The last option, TDC, allows a landowner to sell or "transfer" the development potential from the land to another parcel where there is a "receiving" zone, in this case, the VC Village Community zone option. Additionally, the Warren County Agricultural Board has expressed an interest in acquiring several parcels in this zone, which are primarily located in the central portion of the R-1 designation. These acquisitions should be encouraged since they preserve farmland, create open lands where urbanization is expanding from the east (Hackettstown) and the west (Washington), and reduce the impacts on school costs.

The existing developments with one acre lots would be "grandfathered" to avoid the need for variances when homeowners choose to add decks, building area, etc. Proposed new lot sizes will be 3 acres, except that flag lots can be developed, where the lots are required to be 4.5 acres minimum to account for the access to the flag lot and need for increased setbacks on a flag lot.

### **R-2 Single Family Residential**

This is an existing zone which allows one half acre lots (22,000 sf). It also permits clustering. The size and extent of the zone will remain unchanged, with the exception of the GC option in the western side of the township. The zone is found in several locations: Port Murray, Anderson, and in several locations along Route 57 towards Hackettstown. The zone has about 44% of its area already developed or built upon, and about 260 vacant acres, which will yield another 434 units.

### **R-3 Multi Family Residential**

The land area encompassing this designation is entirely built with townhouses and apartments. These adjoin Hackettstown. This zone is not proposed for expansion.

### **VR Village Residential**

The VC Village Community is planned as a new zone to provide for a center for the community. It is scaled the size of a hamlet, but is adjacent to Port Murray, the town hall, school, Roman Catholic church and township recreational fields. The VR will be the "receiving" site for the use of transfer of development credits. Land area included in this proposed zone totals 227 acres.

The proposed density is 1.0 DU/AC, after transfer of development credits. Without TDC, the density is 0.33 (R-1 base zone density), thus there is the capacity for approximately 150 TDC credits. This would preserve up to 450 acres elsewhere in the R-1 zone.

The proposed VR zoning would allow small lot single family homes, some twin (duplex) homes and some triples homes). There would be room for quasi-public uses such as a church and day care center. Proposed walkways and bikeways would connect the village to Port Murray, the municipal building, school and recreational facilities. It is proposed the design be laid out in a neo-traditional style.

The properties are very developable, with gently rolling hillside, hedgerows, and reasonably good soils. The properties will need sewer and water, which is proposed to eventually encompass Port Murray, Anderson and the GC Golf Course Community. There are only a few wetlands on the eastern edges of the properties.

### **HVC Historic Village Commercial**

Two proposed areas for Historic Village Commercial are shown on the Land Use Plan. One is in Port Murray, and the other in Beattystown. Both are historic settlements.

Retail uses, and offices and personal services should be allowed in areas adjacent to the railroad, south of the Morris Canal in Port Murray. These could include small shops, bed and breakfast, repair businesses, etc. that are in keeping with the historic character of Port Murray. All of these permitted uses should have lot sizes of 1 acre.

The second HVC is in Beattystown, which will also allow the same uses as listed above. Non-historic uses in Beattystown will only be permitted to be developed residentially.

### **B-1 Business**

The B-1 zone is proposed to be reduced in size. There are 40 undeveloped acres along Route 57. Currently there is a small "flex-space" building. Permitted uses will remain the same as the current B-1 zone. In addition, indoor recreational uses should be allowed such as ice hockey and skating, tennis, athletic clubs, etc. Outdoor recreational uses such as miniature golf, soccer, etc. should be permitted as conditional uses. A visual and spatial buffer, comprised of vegetation, mounded earth or architectural elements, should be required between any B-1 uses and any residential zone. The minimum width of such a buffer should be 50 feet.

The rescue squad, formerly the site of a firehouse, (known as Block 1202, Lots 7, 8, and 3.01) on the south side of Rt. 57, is under contract with the State of New Jersey for purchase and use as a recreational area. Should the property not be purchased by the State of New Jersey, then the property should be incorporated into the B-1 zone.

## **B-2 Commercial**

The zone is not proposed to change in location or size. There is a small B-2 area near Anderson and a larger area near Hackettstown. Lot 7, Block 1302.01, is a 1.14 acre tract of land currently developed as a business use (home supplies) and is surrounded by State-owned conservation land. This property is proposed to be zoned B-2. There are about 14 remaining vacant acres, which could result in another 150,000 sf of retail, business and related uses, including indoor and outdoor recreational uses as described in B-1 above. Buffering, as described above, should be required between B-2 uses and residential uses or zones. The minimum width of such a buffer should be 75 feet.

## **I Industrial**

The Industrial area consist of approximately 189 undeveloped acres. The two areas will be reduced somewhat from the existing zoned area, mainly in the area of Rockport Road. This area does not have the capacity to handle traffic if the existing area is fully developed. The proposed zoning there would be reduced to include the existing industrial plants and operations, with some expansion capability. In addition, indoor recreational uses should be allowed such as ice hockey and skating, tennis, athletic clubs, etc. Outdoor recreational uses such as miniature golf, soccer, etc. should be permitted as conditional uses.

The area near Port Murray is proposed to remain the same with the exception of the Industrial zoning north of the railroad, and the creation of the GC option.

The current Industrial area to the northwest along Route 31 will remain the same in area, but be changed to include professional offices (see below). The ordinance should be changed for this zone and the other non-residential zones in order to require the provision of fixed visual and spatial buffers where the uses in these zones abut residential uses or zones. Buffers should be comprised of vegetation, mounded earth and/or architectural elements and should have a minimum width of 100 feet.

## **I/PO Industrial/Professional Office**

The existing Industrial zone by Route 31 in the northwest portion of the township is proposed to be changed to allow Professional Office and encourage development with office uses. In addition, indoor recreational uses should be allowed such as ice hockey and skating, tennis, athletic clubs, etc. Outdoor recreational uses such as miniature golf, soccer, etc. should be permitted as conditional uses. A floor area ratio increase, as well as coverage bonus, will be provided to the development of professional offices. The site has a unique and beautiful setting. As recommended previously for the

non-residential zones, the ordinance should be changed in order to require the provision of fixed visual and spatial buffers where the uses in this zone abut residential uses or zones. Buffers should be comprised of vegetation, mounded earth and/or architectural elements and should have a minimum width of 100 feet.

# Land Use Plan

## Mansfield Township

### Warren County, New Jersey

January 1999

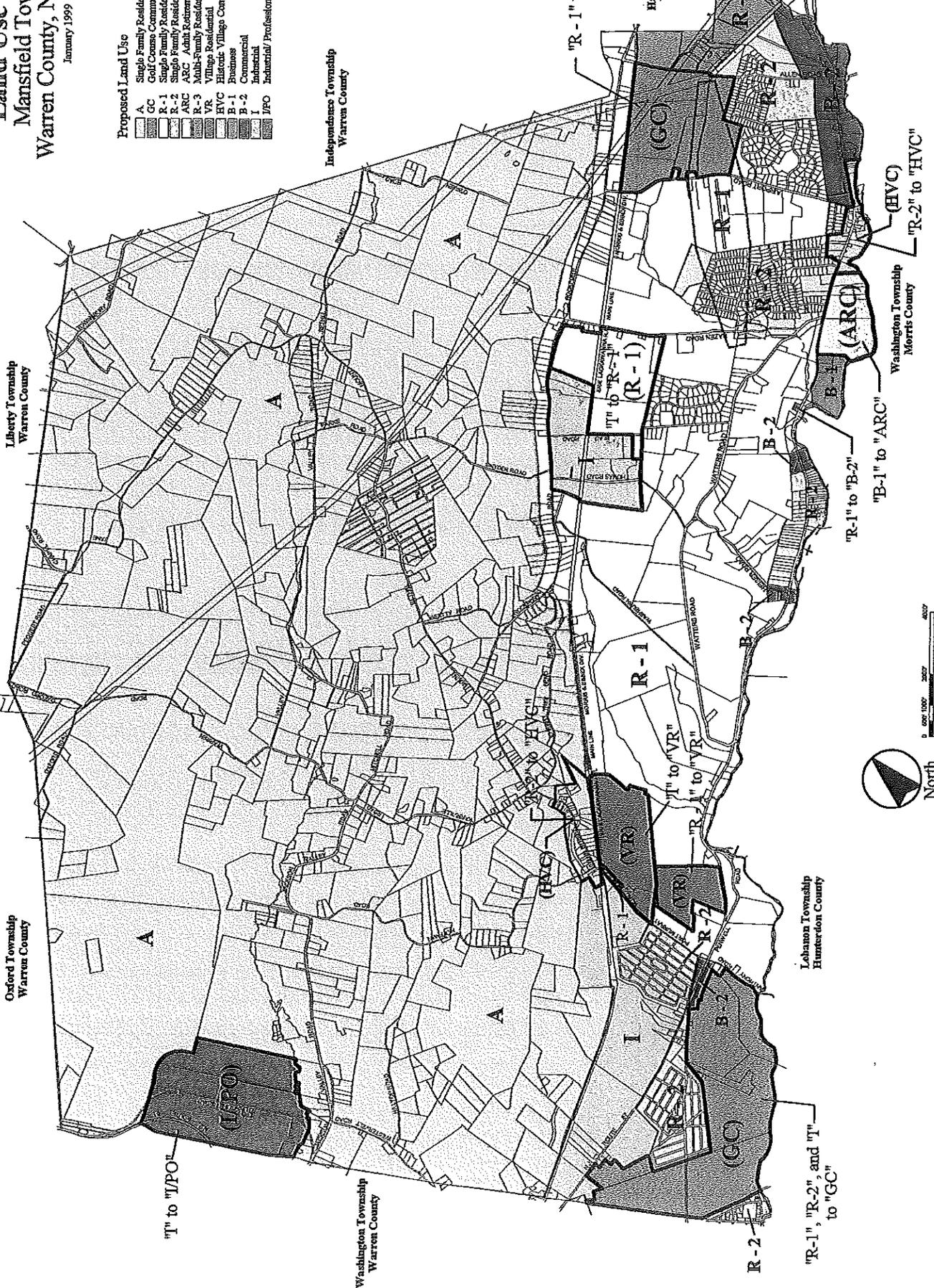
**Proposed Land Use**

A	Single Family Residential
GC	Golf Course Community
R-1	Single Family Residential
R-2	Single Family Residential
ARC	Adult Retirement Community
R-3	Multi-Family Residential
VR	Village Residential
HVC	Historic Village Commercial
B-1	Business
B-2	Business
I	Commercial
I	Industrial
I/PO	Industrial / Professional Office

Independence Township  
Warren County

Liberty Township  
Warren County

Oxford Township  
Warren County



Base Map Source: Macca Consulting Engineers

**CLARKE CATON HINTZ**  
A Professional Corporation

# OPEN SPACE PRESERVATION PLAN

## INTRODUCTION

“Open Space” encompasses any land which is not developed for residential or commercial, nonagricultural use. Open space serves the community in a myriad of ways. Open space maintained in a natural state provides ground water recharge areas, buffers surface water from non-point source pollution and provides prime areas for passive recreation such as hiking, horseback riding, jogging and biking. Open space also encompasses agriculture land, including croplands and pasture lands and woodlots. New Jersey's rich heritage as the Garden State depends upon the preservation of active farms. Finally, appropriate open lands may support active recreation facilities such as athletic fields, which serve as vibrant centers for community life.

The Mansfield Township Open Space Preservation Plan was prepared by the *ad hoc* Mansfield Township Open Space Committee composed of Mansfield citizens concerned with open space preservation. All Open Space Committee meetings were publicly noticed, and meetings were held in 1997/98 to provide the public with the opportunity to comment on the Open Space Preservation Plan.

The Mansfield Township Open Space and Recreation Plan is intended to provide guidance to, and be implemented by, the Township committees, boards and commissions charged with preserving open space. The Open Space Preservation Plan is designed to meet the requirements of the “Open Space and Recreation Plan Guidelines For Participation In The Green Trust Planing Incentive” by the New Jersey Department of Environmental Protection’s Green Acres Program. It is also intended to work in concert with the New Jersey Farmland Preservation Program, the Warren County Open Space Plan and the New Jersey State Development and Redevelopment Plan. The purpose of the Open Space Preservation Plan is to set goals and policies for the open space preservation program, inventory existing open space, analyze our open space needs, and assess the natural and historical resources of Mansfield Township. Finally, the action plan for the implementation of the open space preservation program is presented. The Open Space Preservation Plan should be used in conjunction with the Township GIS program, which visually presents much of the information on natural and historical resources and protected open space in Mansfield Township.

## GOALS AND POLICIES

Most residents of Mansfield Township agree that they are attracted to Mansfield as a place to live and raise their families because it is a safe and a beautiful community that balances agricultural, recreational, environmental and residential interests. The municipal government of the Township recognizes that it has a obligation to maintain the high quality of life in

Mansfield Township for the benefit of its residents, New Jersey citizens, and future generations.

It is with this obligation in mind that the municipal government recognizes that in the past increasing development in Mansfield Township has begun to change the character of the Township's rural/agricultural community. Further development at current rates is expected to result in the following:

- Tax increases as demand for municipal and school services rises.
- Traffic volume beyond present road capacities.
- Risk to the quantity and quality of ground water available for potable water due to increased impervious surfaces, septic systems, and fuel oil tanks.
- Risk to the quality of surface water resulting from increased urban non-point source pollution.
- Damage to scenic beauty, historic resources, scenic roads, open vistas, and rural character of the Township.
- Loss of wildlife habitat, forests and agricultural resources.
- Less potential park land available for active and passive recreation on an equal and accessible basis for all citizens.

Mansfield Township recognizes that it has an obligation to confront these risks to the quality of life in the Township. In order to lessen the effects of increasing development, Mansfield Township has determined that land that is currently in open space should be preserved as such, to the greatest extent possible. Since there are insufficient funds to preserve every acre of open space, priorities must be set. These evaluations will assist Mansfield Township in directing funds and efforts towards preserving those parcels that will most benefit the Township and the region if kept as part of open space.

Mansfield Township expects to accomplish the following goals through its Open Space Preservation Plan.

- Maintain the high quality of life in the Township.
- Assure that Mansfield Township is fiscally responsible in its land use planning, particularly by controlling costs associated with residential development.
- Monitor and evaluate the costs/benefits of open space preservation as related to residential tax obligations.
- Maximize the impact of preserved open space by appropriate distribution of open space parcels throughout the Township.
- Maintain safe roads and scenic roads throughout the Township, and promote the establishment of horseback riding, jogging, biking and hiking trails.
- Protect natural land and water resources, such as stream corridors, wetlands and steep slopes.

- Contribute to the maintenance of a functioning and healthy ecosystem in the New Jersey Highlands.
- Support the agricultural sector of New Jersey's economy.
- Assure that the benefits of community-owned open space and recreation lands are accessible to citizens of all ages and diverse interests and abilities.
- Provide community involvement in developing and implementing Mansfield Township's Open Space Preservation Plan.
- Coordinate with surrounding towns and appropriate county and state agencies and the New Jersey State and Mansfield Township Master Plans in developing and implementing Mansfield Township's Open Space Preservation Plan.

### OPEN SPACE INVENTORY

Mansfield Township comprises over 18,976 acres. In order to establish a basis for developing open space and recreation areas, an inventory of all existing Federal, State, County, Municipal and privately owned open space was taken. Approximately 2,425 acres or 13% of the Township is public land: 1998 tax-exempt land that is held as open space, as follows:

Site	Acres
NJ State Game Lands	2,386.0
Kensington	19.0
Port Murray Road Recreation	17.0
Misc. Excess municipal lands	164.7

The open space properties are illustrated on the Open Space Preservation Plan. Following are descriptions of the preserved properties.

### **State-Owned Open Space**

The State-owned open space within Mansfield consists of a total of 2,386 acres and is comprised of New Jersey State Game Lands, parcels along the Musconetcong River and the recent acquisition of the Jost property in the southwestern portion of the Township.

The New Jersey State Game Lands are located in three separate areas of the Township. The first area is located east of Hazen Road and straddles the Erie Lackawanna Railroad and Rockport Road. The second area is located south of Cherry Tree Bend Road, east of Washburn Road and west of Thomas Road. The third area is a very large parcel of lots located in the northwestern portion of the Township from Oxford Road to beyond Pequest Road.

In addition to the State Game Lands, the State owns a number of parcels along the Musconetcong River and State Route 57. Portions of this land were included in the 1960's Highway beautification program.

Through a partnering with the NJDEP Green Acres program, the State recently acquired the Jost property which includes 871 acres within Mansfield. It is part of the Pequest River Greenway, which extends into portions of Oxford and Washington Townships. The Jost property is adjacent to the State Game Lands along Mansfield Township's boundary with Oxford and Liberty Townships.

### **Municipally-Owned Open Space**

The Township of Mansfield owns approximately 224 acres of municipal open space. Two municipal parks located within the Kensington subdivision contain a total of 19 acres, and the Recreation building and fields and adjacent Board of Education property on Port Murray Road encompass 17 and 20 acres, respectively. The Township also owns 3.3 acres along Cherry Tree Bend Road in Port Murray, the former municipal building property in Port Murray, and the Township has acquired a number of small parcels with the premature subdivisions known as Hillcrest Manor II and Silver Springs. While these parcels are not currently used for recreational purposes, assemblage of key parcels could result in the creation of a larger open space and recreation parcel.

### **Privately-Owned Open Space**

The property known as Camp Merry Heart consists of 38 acres and is located north of O'Brien Road adjacent to the boundary with Independence Township. It is not open to the general public. Recently the Township Recreation Commission reached agreements with two industrial properties to utilize a portion of their lands for recreational purposes. One is the Zeta property along State Route 57. Zeta allows the Township to utilize approximately

30 acres at the rear of the property along the railroad as a ball field. Comcast Cable's recreational ball field is located on Port Murray Road just south of Port Murray.

### **Other Resources**

The New Jersey and National Register of Historic Places lists a number of historic resources in Mansfield Township, including Beattystown and Port Murray Historic Districts, the Miller Farmstead, the Morris Canal and Mt. Bethel Church. The Karrsville School is not on the register but is owned by the Township and is under going restoration as a museum.

The Open Space Committee mapped out specific locations of scenic roads that should be designated in the Township by a Scenic Roads Ordinance. These roads are to be visually preserved, and protected from alterations that would impair their scenic value.

### **Proposed Warren County Open Space**

The Warren County Planning Board issued a revised Open Space Plan in 1994. The County Open Space Plan designates a number of properties within Mansfield Township as sites for future acquisition for open space and recreational purposes. The Plan prioritizes the sites into three (3) categories: high, mid and low priority. The properties within Mansfield designated for future acquisition are shown on Plate 1 - Open Space Plan.

#### *High Priority*

The County has designated approximately one-third of the length of the Morris Canal within the Township as a high priority for acquisition. The high priority section of the Morris Canal runs from Hazen Road to Main Street in Port Murray. It is noted that the former bed of the Morris Canal now is located on numerous privately-owned lots and will require significant effort to acquire the entire length. The County also has designated a collection of lots along Route 31 and the railroad in the southwestern corner of the Township adjacent to the Washington Township boundary. This area is known as West Oxford Mountain in the 1994 County Open Space Plan and is located in Mansfield, Oxford and Washington Townships. The portion within Mansfield contains the historic Oxford Railroad Tunnel which has been sealed off. There is interest in converting the abandoned rail line into a hiking trail from Oxford to Washington Borough using the tunnel as a segment of the trail.

#### *Mid Priority*

The County has designated a collection of lots located between the Musconetcong River and the Morris Canal near Port Murray as a mid priority for acquisition. These parcels comprise approximately 161 acres and surround and would preserve a tributary of the Musconetcong River. The County Open Space Plan envisions the site as a connector between the Morris Canal Linear Park Acquisition Project and the Musconetcong River.

The County Open Space Plan has also designated an area known as Penwell Curve as a mid priority for acquisition. The site consists of 3 lots containing 13 acres owned by NJDEP. The site is located between State Route 57 and the Musconetcong River and provides a linkage between the River and the other properties which connect with the Morris Canal Linear Park.

#### *Low Priority*

The County has designated approximately two-thirds of the former bed of the Morris Canal as a low priority for acquisition. This area is divided into two sections. The first section is the portion of the canal bed between the Washington Township boundary and Main Street in Port Murray. The second section is the portion between Hazen Road and the Town of Hackettstown boundary. As mentioned above, the bed of the Morris Canal is now located on privately-owned lots and will require significant effort to acquire the entire length.

#### **INVENTORY OF AGRICULTURAL LANDS**

Agriculture remains a viable economic activity within the Township of Mansfield. Significant portions of the Township are dedicated to agricultural activity. In fact, there are 39 tillable farm parcels totaling 3,028 acres as shown on the Warren County mapping of Mansfield Township Tillable Farms. The majority of the tillable parcels are located to the east of the railroad with the exception of several parcels in the vicinity of Tunnel Hill Road and Jackson Valley Road.

Of the 39 tillable parcels shown the County's inventory, two (2) have preliminary major subdivision approvals. The first is the Baldwin Farm (Block 1201, Lot 17.01) consisting of 139.6 acres which has been approved for 48 lots. The second is the Horizon Bank property (Block 1402, Lot 23) consisting of 178.93 acres which has been approved for 120 lots. These parcels are listed with the Warren County Farmland Preservation Program and, if preserved, would fit in nicely with lands already preserved by the State and lands proposed to be preserved by the County.

It was a consensus of the Open Space Preservation Committee that a first step toward protecting the quality of life in Mansfield would be to preserve these two working farms. Each farm has within its borders a tributary to the Musconetcong River and preservation will contribute to water quality as well as aquifer recharge to the River.

#### **NEEDS ANALYSIS**

Preserving open space will enable Mansfield Township to meet many of the needs that face the Township in the coming century. Mansfield's traditional rural character is vulnerable to financial and environmental burdens from over-development. A recent build out analysis

indicates that current zoning will allow a doubling of the current population density in Mansfield. This can have consequences to the Township's fiscal plan, as each added residence, on average, does not contribute to tax revenue to pay for the municipal and school services it requires. Additional development challenges the governing bodies of Mansfield Township to preserve the quality of our environmental resources, shelter the Township's rural character, scenic beauty, open vistas and historic resources, and accommodate its active and passive recreation needs, while upholding the high quality of life and property values in the Township. Open space will allow Mansfield Township to meet these needs, while minimizing the added tax burdens brought about by new development.

### **Need to Protect Environmental Resources**

Identifying these areas for open space preservation can directly preserve important environmental resources. For example, lands that serve as endangered species habitat would be prime areas for preservation. Of special interest to Mansfield is the preservation of lands that play an important role in drinking water quality. Lands that are in a natural forested state and wetlands serve to recharge ground water supplies and filter pollutants from storm-water runoff purifying the water before it reaches streams or infiltrates into the groundwater. Abundant healthy forests are crucial to the quantity and quality of the water supply, considering that most Township residents rely on untreated groundwater from private wells. Protection of steep slopes is also critical in order to prevent soil erosion and the ultimate loss of valuable soils, silting of streams, and visual damage to the landscape.

### **Need to Preserve Rural Character**

The special character of Mansfield Township evident in its scenic beauty and historic resources is very important to quality of life in the Township. Rural character can be lost, as scenic roads become hazardous because of overcrowding. Historic hamlets can lose definition as new development encroaches, and scenic vistas can disappear behind new development. The integration of open space preservation into Township planning will allow new development to be located where it will harmonize with current facilities and natural resources.

### **Need to Provide Passive and Active Recreation Space**

Active individuals and families throughout Mansfield Township and the region highly value Mansfield's existing recreation facilities. High activity recreation areas which include baseball/softball, soccer and other recreational fields should be located as close as possible to existing and future population centers in the Township.

Active recreation needs, and plans to satisfy current and future needs, are discussed in detail in the Recreation Plan element of the Master Plan. The Recreation Plan projects the need for a minimum of 40 acres of open space to satisfy Mansfield's active recreation needs in the future. However, the objective of open space preservation in Mansfield is not to merely provide sufficient land for recreation, but to accommodate the far-reaching needs as discussed above. Therefore, it is appropriate for Mansfield to preserve lands as open space even if the lands will not be needed or used for recreation.

### **Resource Assessment**

Mansfield Township has determined that there should be a multi-phase approach to evaluation of property for preservation. As shown in the guidelines presented on the following pages, properties will be evaluated based on a number of factors, including significance of acquisition, project characteristics, location, ease of acquisition, ease of facility development, community support, freedom from restrictions or constraints, access, cost, imminence of change, cultural impacts and contribution to environmental/natural resource protection.

## Guidelines for Assessing Open Space Priority Recommendations

Criteria	Weighted Score	Rated Score
<b>Significance</b> <i>Acquisition Project</i>		
Consistent w/adopted Open Space Plan		
Distance from population concentration		
Possibility of multiple facilities		
Preservation of unique historical/cultural feature		
Municipal Need Ranking		
Economic benefits to municipality		
<b>Project Characteristics</b> <i>Acquisition Project</i>		
Size		
Area usable for recreation		
<b>Location (Boundaries &amp; Buffers)</b> <i>Acquisition Project</i>		
Addition to existing parkland		
Addition to existing or planned greenway/trail project		
Buffers incompatible land use		
Bounded by residential development		
New/enhanced water access		
Proximity to other open space parcels that are potential for development		
<b>Ease of Acquisition</b> <i>Acquisition Project</i>		
Acceptance by property owner		
Alternatives to fee simple purchase		

Criteria	Weighted Score	Rated Score
<b>Ease of Facility Development</b>		
Accessible (minimize disruption of environment)		
Requires minimal land disturbance		
Incorporates reforestation/forestry management		
<b>Community Support</b>		
Consistency with Municipal Open Space Master Plan		
Municipal resolution/letter of support		
Public support		
Municipal commitment of funding		
<b>Free of Restriction or Constraints</b>		
No significant hazards		
No management problems/issues		
No deed restrictions, title conditions, easements, etc.		
<b>Access</b>		
Direct access from public roads		
Public transportation access		
Alternative access (bike/pedestrian)		
<b>Cost</b>		
Parks Department indicates sufficient funds for maintenance		
Cost/acre		
Available funding		

Criteria	Weighted Score	Rated Score
<b>Imminence of Change</b>		
Documentation of subdivision for development		
Documentation of developer interest in acquisition for construction		
Utilities present/easily extended		
<b>Facility Cultural Impacts</b>		
Impact/effect on historic/archaeologic preservation		
Educational opportunities		
<b>Environmental/Natural Resource Protection</b>		
Forest or upland habitat protection		
Unique/exception/critical/endangered/threatened habitat protection		
Expansion/addition to existing protected habitat		
Connector between existing protected habitat sites		
Aquifer recharge/wellhead protection		
Watershed/headwaters protection		
Non-tidal floodplain/stream corridor protection		
Freshwater wetland/wetland buffer protection/mitigation potential		

BADMMMan Mast Plan/PART7.WPD

**IMPLEMENTATION STRATEGIES**

Implementation of the Open Space Preservation Plan revolves around two main strategies:

- Acquisition of land in fee simple by Mansfield Township; and
- Preservation of land through alternative techniques.

**Acquisition**

Acquisition of land in fee simple has been the traditional approach to open space preservation of large parcels of land for public use. Parcels acquired by the Township may be used for active and passive recreation, and segments of the parcels may be developed for schools, municipal buildings, or low/moderate income and special needs housing.

Acquisition of land in fee simple by Mansfield Township is a significant commitment of the Township's financial and management resources. Therefore, the parcels to be acquired must be carefully chosen to maximize the value to the community while minimizing cost. As described previously under the Resource Assessment section, parcels will be evaluated to determine those that will provide the greatest benefit to Township residents if acquired.

Identification of grants and low interest loans, particularly through the NJDEP Green Acres program, and coordination with other land conservation groups active in Mansfield and neighboring communities, will be an integral component of the acquisition program. Green Acres should be the prime funding source where active recreation is present (i.e. ballfields, parklands and greenway corridors).

### **Alternative Preservation Techniques**

Preservation of land through alternative techniques is the means by which Mansfield Township will encourage the maintenance of land as open space, without actually acquiring fee simple title to the land. While acquisition of land by the Township is necessarily limited, it is hoped that preservation through alternative techniques will become widespread.

The primary technique for land preservation is found in the New Jersey Conservation Restriction and Historic Preservation Restriction Act (NJSA 13:8B). This act provides for the establishment of "conservation restrictions" which are rights in land, held by a charitable conservancy or municipality, for the purpose of retaining the land in a permanent natural condition. A similar tool is the purchase of development rights by the Town. Mansfield Township will actively seek the voluntary donation or sale of conservation restrictions and development rights to the Township by residents with appropriate lands.

It is Mansfield's goal to continue the tradition of farming in the Township by inclusion of Township farms in the New Jersey Farmland Preservation Program. Mansfield Township will actively work with local farmers to prepare applications for participation

in the Farmland Preservation and 8-Year Programs. Because of the competitive nature of the Farmland Preservation Program, the portion of farmland will also be pursued by the other means discussed in this section.

### **Education**

An educational campaign will be organized to explain the benefits of selling development rights and placing conservation restrictions on land, and the subsequent obligations of the land owner and holder of the conservation restriction. The overall goal is to explain to landholders how preserving their land as open space can be a satisfying and positive experience.

Along with education of potential conservation restriction donors, education of the general public will be important to the implementation of the open space plan. The many economic, social and environmental reasons for preserving land as open space will be presented to the community by Township committees charged with implementing the open space plan, with discussion encouraged. It is hoped that the education program will arouse concern and engender an enthusiasm for preserving open space, which will be manifested by a willingness to direct taxes to this enterprise.

The success of this program, especially donation of conservation restrictions and development rights, depends upon the generosity and participation of Mansfield citizens. In order to encourage involvement, groups charged with implementing the open space plan would publicly recognize and commend citizens who contribute to the preservation of open space.

### **Monitoring and Evaluation**

The overall implementation of the Open Space Preservation Plan will be continuously monitored for success in meeting the plan's goals and objectives. Those that are charged with implementing the plan must determine if adequate open space is being preserved. They must also determine if the types and locations of parcels that are chosen for presentation are fulfilling the community's needs as outlined in the plan. The community's participation will be essential to the assessment of the overall success of the open space plan in promoting quality of life within the Township.

## **ACTION PLAN**

### **Protection of Environment Resources**

- Preserve stream corridors: establish greenways along the Musconetcong River and its four major tributaries, along the Pohatcong Creek and their associated wetlands.
- Preserve agricultural lands: designate agricultural preservation areas in the Musconetcong and Pohatcong valleys encompassing concentrations of prime agricultural soils and active farms. (See attached map)
- Preserve forested lands: designate forest reserves.

### **Protection of Rural Character**

- Preserve rural landscape and scenic vistas: designate prime scenic/rural landscape areas; these areas will often overlap with the stream corridors and agricultural areas. Recognition is given to the area between Port Murray and Penwell in the

Musconetcong Valley where the state, county and township are actively acquiring property for various open space preservation purposes as a Green Belt between the Washington and Hackettstown urbanizing areas.

- Preserve rural and scenic roads: require new utilities to be located below ground where they do not currently exist.

### **Provide Active and Passive Recreation**

- Establish a trail system linking state, county and municipal open spaces areas, Linking state lands in the Pequest Valley to the Pohatcong and Musconetcong Valleys. Designate the Morris Canal as a trail corridor.
- Establish community and neighborhood parks to meet and serve municipal needs throughout the Township, including village and neighborhood focal points in Port Murray, Anderson, Diamond Hill and Beattystown.

### **SYSTEM MAP**

The Open Space Preservation Plan System Map is on Mansfield Township's GIS system. The map shows all wetlands, steep slopes, exempt open space lands held by the State, County, Township or other entities, and conservation restrictions publicly or privately held.

Recommendation is given to the Township Committee to purchase a GIS program for the use of the Planning Board, Environmental Commission, Open Space Preservation Committee, Recreation Commission, Economic Advisory Committee and the Historic Advisory Committee.

### **CONSISTENCY REVIEW**

Following is a brief description of the inventory of existing public lands along with a description of the open space and conservation plan elements of each of the municipalities surrounding Mansfield Township. It is noted that the plan elements of each municipality are compatible with the open space proposals of Mansfield Township contained herein.

Washington Township, Warren County - The Township has some designated (inventoried) public open space and conservation easements directly adjacent to Mansfield in Butler Park along the Musconetcong River. Also, the Township has designated the entire length of the River within the Township as a potential greenway. Also, potential greenways are proposed along the Morris Canal, and the Pohatcong Creek. These greenways are recommended to be 150 feet in width.

Washington Township, Morris County - The Township owns three isolated parcels along the Musconetcong River which are adjacent to Mansfield. The Recreation Plan does not indicate any plans along the Musconetcong adjacent to Mansfield.

Oxford Township, Warren County - The NJDEP (Game Lands) property extends from Mansfield into Oxford in western Mansfield. Also, there is a Warren County property located at the municipal boundary along Pequest Road.

Lebanon Township, Hunterdon County - The Township has proposed for open space and parks nearly the entire length of the Musconetcong River adjacent to Mansfield. The Community Facilities Plan identifies two areas for preservation:

(1) Point Mountain Park (generally between Penwell Road and Watters Road in Mansfield); and (2) the Musconetcong River Preserve along the length of the River in the Township.

Independence Township, Warren County - The Master Plan recommends that the Pequest River and its flood plain be preserved through the prohibition of development in these areas and requiring a minimum 75' buffer to the watercourse. The Pequest River flows along the corner of Mansfield Township at its boundary with Independence Township.

Hackettstown Town, Warren County - The majority of the land area in Hackettstown adjacent to Mansfield is part of the State Fish Hatchery and is permanently preserved.

Liberty Township, Warren County - The Township is currently in the midst of the Master Plan adoption process. The document is not yet available.

# Open Space & Recreational Plan Mansfield Township Warren County, New Jersey

January 1999

- Open Space & Recreational Lands
  - State
  - Municipal
  - Conservation Easement
  - Excess Municipal Land
  - Development Rights Purchase
- Proposed County Open Space
  - High Priority
  - Mid Priority
  - Low Priority
- Proposed Municipal Open Space and Parks
  - Potential Park Site (Approximate Location Only)
  - Proposed Open Space Greenway



**CLARKE CATON HINTZ**  
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Base Map Source: Micro Consulting Engineers  
 Other Sources: Post Land Use, Liberty Township, Township Boundary, and County Boundary, January 9, 1997; 1997 Township Road Inventory; USGS Aerial Photographs, Warren County Open Space Plan 1994, 1997, 1998 Survey

## RECREATION PLAN

The Land Use Plan recommends the distribution and density of future land uses. Of particular importance to the Recreation Plan Element is the location of existing and future population, and their density concentrations. These areas should be served by recreational facilities, within walking distance if possible. There should also be adequate lands and facilities to serve the future recreational needs of the community.

The National Recreation and Parks Association (NRPA) provides guidance to towns for future acquisition and facilities. The following are general standards for recreational open space:

<i>Component</i>	<i>Use</i>	<i>Service Area</i>	<i>Ideal Size</i>	<i>Acres/1000 pop.</i>
Mini-Park	Specialized facilities that serve a concentrated or limited population or specific group such as tots or senior citizens	Less than ¼ mile radius	1 acre	0.25-0.5 ac
Neighborhood Park	Areas for intense recreational activities such as field and court sports, crafts, playgrounds, skating, picnicking, etc.	¼ - ½ mile radius max. 5,000 persons	15 acres	1.0 - 2.0 ac
Community Park	May include intense recreational uses, such as athletic complexes, swimming pool, etc. May also include more passive recreational uses.	1-2 mile radius	25+ acres	5.0 - 8.0 ac

The existing population is 8,147, which is primarily concentrated near Hackettstown and west along the Route 57 corridor south of the airport. Four (4) potential park /recreational sites are shown on the open space and recreational lands map. Minimally, one community park is needed in this area, as well as one neighborhood park. These are both planned to be used for active recreation. Several mini-parks should be available as well. In the future, the population will still be located in this area, but with another concentration in the Route 57 corridor near Anderson and Port Murray. In these locations there is currently a municipal park, which functions as a neighborhood park, as well as some leased soccer fields. These areas will need to be expanded, or a new community type park created where there are centralized soccer fields. The best location will be in the vicinity south of Port Murray. Site selection criteria have been proposed in the matrix entitled Guidelines for Assessing Open Space Priority Recommendations. (see Open Space Preservation Plan). These should be helpful in selecting potential sites for acquisition.

Future parks should consider the recreation needs of all citizens including seniors and pre-schoolers. Passive recreation facilities such as pedestrian paths, hiking trails and picnicking should be provided for all parks.

Existing active recreation facilities owned or leased by Mansfield Township are as follows:

**Owned or**

<u>Leased</u>	<u>Name</u>	<u>Facilities</u>	<u>Acres</u>
Owned	Port Murray Road	1 Div. 5 Soccer Field 1 80 Yard Football Field 1 Senior Mens Softball Field 1 Senior Softball Field 1 Junior Softball Field 2 Tennis Courts 1 Basketball Court 1 Playground Facility 1 Recreation Building	approx. 17 acres

**Owned or**

<u>Leased</u>	<u>Name</u>	<u>Facilities</u>	<u>Acres</u>
Owned	Kensington includes Airport Road	1 Softball Field 2 Tennis Courts 1 Playground Facility 1 Full Size Soccer Field	approx. 23 acres
Leased	Fields at Zeta	1 Div. 5 Soccer Field 1 Full Size Soccer Field 1 Instruction Soccer Field 1 Field Hockey Field	10 acres
Leased	Comcast	Passive-not constructed Leased as of 1-1-99	10 acres

\*\*\* Outfield of the Softball Field at Kensington is used as an Instructional Soccer Field.

The following is the number of participants and number of teams playing on fields owned or leased in Mansfield Township during 1998:

<u>Sport</u>	<u>Number of Participants</u>	<u>Number of Teams</u>
Field Hockey	24 Children	3 Teams
Football	80 Children	4 Teams
Soccer	255 Children	18 Recreation Teams 2 Traveling Teams
Softball	130 Children	9 Teams
Softball-Mens	420 Adults	21 Teams
Basketball	200 Children	20 Teams
Basketball-Mens	25 Adults	

\*\*\* Basketball uses the School Facilities since Mansfield Township has none.

\*\*\* In Line Hockey Program is provided through the Hackettstown In Line Hockey Program since Mansfield Township has no facilities for this type of recreation program. Mansfield residents pay an out of town fee to Hackettstown to play in this program. Approximately 50 children participate in this sport.

\*\*\* The Baseball Little League Program is not administered by the Mansfield Recreation Commission. This program is run independently of all other Mansfield Township recreation programs. This program uses the baseball fields at Mansfield Elementary School and at times, uses Township Fields upon permission of the Recreation Commission.

Recreation needs standards have been developed in terms of types of facilities needed, usually on a population ratio basis. These standards indicate how many tennis courts, baseball fields, etc., should be provided on a population basis. Care "must" be taken in applying these standards since they should be tailored to the local community. For instance, the standard for the number of soccer fields needed based on the population ratio basis does not come close to meeting the demand for Mansfield Township (the standard per NRPA is 1 field per 10,000 population). The experience of the Mansfield Township Board of Recreation Commissioners should be used as guidance in applying these standards in Mansfield Township. The Recreation Board deals with field logistics all the time.

NRPA also provides suggestions for recreational facilities. These are listed below:

Basketball 1. Youth 2. High School 3. Collegiate	2400-3036 sq ft 5040-7280 sq ft 5600-7980 sq ft	46'-50' x 84' 50' x 84' 50' x 94' with 5' unobstructed space on all sides	Long axis north-south	1 per 5000	¼ - ½ mile	Same as badminton. Outdoor courts in neighborhood and community parks, plus active recreation areas in other park settings.
Handball (3-4 wall)	800 sq ft for 4-wall, 1000 for 3-wall	20' x 40' - Minimum of 10' to rear of 3-wall court. Minimum 20' overhead clearance.	Long axis north-south, Front wall at north end.	1 per 20,000	1.5-30 minutes travel time	4-wall usually indoor as part of multi-purpose facility, 3-wall usually outdoor in park or school setting.
Ice Hockey	22,000 sq ft including support area.	Rink 85' x 200' (minimum 85' x 185') Additional 5000 sq ft support area.	Long axis north-south if outdoor	Indoor-1 per 100,000 Outdoor-depends on climate.	½ - 1 hour travel time	Climate important consideration affecting no. Of units. Best as part of multi-purpose facility.
Tennis	Minimum of 7,200 sq ft single court. (2 acres for complex.)	36' x 78'. 12' clearance on both sides; 21' clearance on both ends.	Long axis north-south	1 court per 2000.	¼ - ½ mile	Best in batteries of 2-4. Located in neighborhood /community park or adjacent to school site.
Volleyball	Minimum of 4,000	30' x 60' Minimum 6' clearance on all side.	Long axis north-south	1 court per 5000.	¼ - ½ mile	Same as other court activities (e.g., badminton, basketball, etc.)

Baseball 1. Official  2. Little League	3.0-3.85 A minimum  1.2 A minimum	<ul style="list-style-type: none"> <li>• Baselines - 90'</li> <li>Pitching distance - 60 ½'</li> <li>Foul lines - min. 320'</li> <li>Center field - 400'+</li> <li>• Baselines-60'</li> <li>Pitching distance-46'</li> <li>Foul lines-200'-250'</li> </ul>	Locate home plate so pitcher throwing across sun and batter not facing it. Line from home plate through pitcher's mound run east-north-east.	1 per 5000 Lighted-1 per 30,000	¼ - ½ mile	Part of neighborhood complex. Lighted fields part of community complex.
Field Hockey	Minimum 1.5A	180' x 300' with a minimum of 10' clearance on all sides.	Fall season-long axis northwest to southeast. For longer periods, north to south.	1 per 20,000	15-30 minutes travel time	Usually part of baseball, football, soccer complex in community park or adjacent to high school.
Football	Minimum 1.5A	160' x 360' with a minimum of 6' clearance on all sides.	Same as field hockey.	1 per 20,000	15-30 minutes travel time	Same as field hockey.
Soccer	1.7 to 2.1A	195' to 225' x 330' to 360' with a 10' minimum clearance on all sides.	Same as field hockey.	1 per 10,000	1-2 miles	Number of units depends on popularity. Youth soccer on smaller fields adjacent to schools or neighborhood parks.
¼ - Mile Running Track	4.3A	Overall width-276' Length-600.02' Track width for 8 to 4 lanes is 32'	Long axis in sector from north to south to north-west-south-east with finish line at northerly end.	1 per 20,000	15-30 minutes travel time	Usually part of high school, or in community park complex in combination with football, soccer, etc.
Softball	1.5 to 2.0A	Baselines-60' Pitching distance-46' min. 40'-women. Fast pitch field radius from plate-225' between foul lines. Slow pitch-275' (men)	Same as baseball.	1 per 5,000 (if also used for youth baseball)	¼ - ½ mile	Slight difference in dimensions for 16" slow pitch. May also be used for youth baseball.

According to the analysis, the following additional facilities will be needed:

Basketball	3 courts
Handball	1 court
Ice Hockey	1 (outdoor)
Tennis	8 courts
Volleyball	3 courts
Baseball	3 fields
Field Hockey	1 field
Football	1 field
Soccer *	6 fields *
Softball	3 fields

\* There has been increasing demand for soccer, thus, the Township should add to this number including a range of sizes for different age groups. At least 80 acres should be added as recreational fields, preferably in a new neighborhood park and a new community park. Refer to the Open Space and Recreational Plan map for the four potential sites for these two parks.

### Recommendations

The following are recommendations of the Mansfield Township Board of Recreation Commissioners for meeting future recreation needs:

- The construction of an indoor recreation facility (field house, gym) since current demand is just being met.
- The construction of a Community Center with a kitchen and bathrooms. This could be used by all groups (Senior Citizens group, Boy and Girl Scouts, Sports Programs, non-profit organizations) for meetings and fund-raisers. The current Recreation Building does not meet this need since it is not large enough and there is no bathrooms, water, or kitchen available.
- One centralized recreation site for the location of all soccer fields-easier for scheduling and for parents who have children of different ages in the program. Parents would not have to travel to various sites within the Township.
- Establish a separate Recreation Fund which would accept cash payments in lieu of land dedication so that the monies could be pooled to purchase land for a centralized facility.
- Recognize the increased need for up-grading and maintenance of existing recreation facilities. The tennis courts at Port Murray Road will have to be renovated in the next three years as well as the playground equipment replaced.
- The construction of an In-Line Hockey Rink if current demand increases.

## UTILITIES PLAN ELEMENT

The existing township utility services (sewer and water) include the Mansfield Township Water Company located near Washington Township which serves the Anderson area, the Diamond Hill Service Area (sewer and water), the Hackettstown Municipal Service Area (sewer and water) and the Pequest River Municipal Utilities, serving the county facility in the northern part of the township.

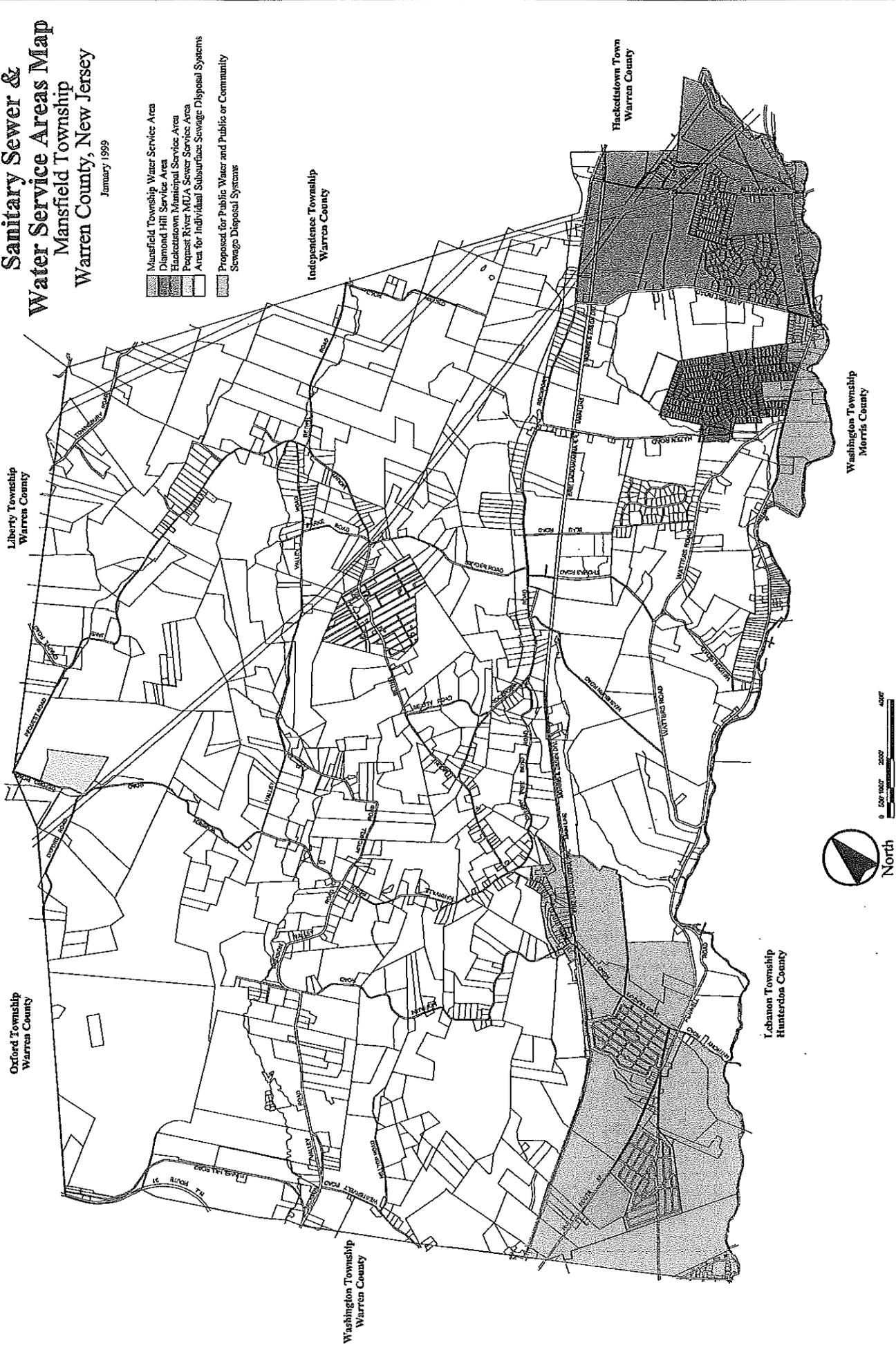
The proposed Land Use Plan calls for two potential golf course communities, an adult retirement community and a village around Port Murray, all of which will need public utility services. It is proposed to expand the Mansfield Water Company service area to cover the Port Murray-Anderson-new golf course community area. With regard to sewer service for this area, it is proposed that there be community wastewater treatment to handle future residential and non-residential zones in this area. The community wastewater treatment facilities, with ground disposal of tertiary treated effluent, would be privately-owned and operated under authority of the township committee. Performance bonding and other guarantees will be required to assure such systems do not become a future burden to the township.

The golf course community and potential adult retirement communities south of Route 57 proposed near the airport can be served by existing public sewer and water. If a new school location is chosen in the vicinity of Airport Road, outside of a utility service area, it should be included in either the Diamond Hill or Hackettstown service areas.

An amendment will be required to the Wastewater Plan for these changes. All areas outside of the service areas will be on-site private and individual septic systems and wells.

Existing & Proposed  
**Sanitary Sewer &  
 Water Service Areas Map**  
 Mansfield Township  
 Warren County, New Jersey  
 January 1999

-  Mansfield Township Water Service Area
-  Diamond Hill Service Area
-  Hackensack Municipal Service Area
-  Pequest River MUA Sewer Service Area
-  Area for Individual Subsurface Sewage Disposal Systems
-  Proposed for Public Water and Public or Community Sewage Disposal Systems



**CLARKE CATON HINTZ**  
 A Professional Corporation

Source: Map Consulting Engineers

# COMMUNITY FACILITIES PLAN

A Community Facilities Plan element considers the existing and the future needs for fire and rescue, schools, libraries, public works, public and municipal services. Increasing population may place additional demands on these services.

## EXISTING FACILITIES

### Schools

The sole school facility in the Township is the **Mansfield Elementary School** (Block 1502, Lot 4), located at the intersection of NJ Route 57 and Port Murray Road. It is situated on a 15-acre parcel directly south of the Township's Municipal Building. The school has a special needs pre-school program for children ages 3-5 years. Township children attend kindergarten through grade 6 at this facility. After grade 6 the children attend the Warren Hills Middle and High School, which is approximately five miles from the elementary school, in Washington Township.

Within the last two years there has been some upgrading of the Elementary school facilities. These upgrades included expansion of the gymnasium and computer science rooms, as well as some additional classroom space. The parking area was also improved as part of the development.

### Library

There is no existing public library within the Township.

### Firehouses

1. **Mount Bethel Firehouse** (Block 201, Lot 2) is located in the northern part of the Township on the south side of Jane's Chapel Road. There is one (1) pumper truck at this facility.
2. **Mansfield-Port Murray Fire Company** (Block 1603, Lot 24) is located at the intersection of Main Street and Cherry Tree Bend Road in Port Murray. This facility is equipped with a 1997 tank truck, with a 2000-gallon tank, pumper truck and a mini-pumper truck.
3. **Tri-County Fire Company** (Block 1202, Lots 1.03, 3.10, 7 & 8) has two sites located in the southeastern portion of the Township along NJ Route 57. This facility is equipped with three (3) pumper trucks.
4. **Butler Park Volunteer Fire Company** (Block 3203, Lot 17 & Block 3204, Lot 2) is located at the southern tip of the Township. This facility is equipped with a tanker truck and a mini-pumper truck.

## Rescue Squad

**Mansfield Emergency Medical Service** (block 1201, Lot 23) is located in the eastern portion of the Township on Airport Road, just south of the Erie Lackawanna Railroad line. This facility is not housed within a building, and vehicles are stored within other facilities throughout the Township. Four (4) ambulances and one (1) rescue vehicle (known as a *crash truck*) are used by the emergency response outfit.

Although there is no building on the rescue squad property, building and site plans have been approved for construction on the Airport Road site. However, no funding has yet been earmarked for that construction. At this time the squad utilizes the Tri-County Firehouse on NJ Route 57 and the municipal road garage in Port Murray to house their vehicles and equipment.

## Post Office

The existing post office should be enlarged and installed in a permanent facility in Port Murray. The architecture should be sympathetic to the historic character of Port Murray.

## POTENTIAL SCHOOL SITES

Several potential school sites have been identified on the basis of their size and location. Their locations are approximate and are for planning purposes only.

With future population growth, the potential exists for the development of a school site in the vicinity of the existing municipal building and Mansfield Elementary School, near the intersection of NJ Route 57 and Port Murray Road. This location is logical, given the proximity to the existing school and municipal building, which could be expanded to form a campus that could include a new school. It is also in the vicinity of the proposed hamlet. Topography is gentle in this area and there are no wetlands present. Limitations due to soil characteristics are slight to moderate. Approximately 15 acres are needed for a future school site in this area.

Another potential school site is located to the southeast of the intersection of Rockport Road and Hazen Road. This area has good access potential from both Rockport and Hazen Roads. It is within a mile of the newer residential development to the east of Hazen Road. Although the slopes present no potential problems, there is an indication that freshwater wetlands could limit the extent to which it is developed. Limitations due to soil characteristics range from slight to severe.

Two potential sites are found on the northwest side of Hazen Road and are within a mile of the residential neighborhoods along Watters and Hazen Roads. Vehicular access to the area from Hazen Road is extensive. Neither slopes nor freshwater wetlands present any significant constraints on future development. However, limitations due to soil characteristics range from slight to severe. These sites are adjacent to the existing New Jersey State Game Farm and the proposed municipal Open Space Greenway network.

The final possible school facility site is located along Airport Road, just north of the intersection of Airport Road and NJ Route 57. The tract is close to several residential neighborhoods and has good vehicular access from Airport Road. The area of the tract is approximately 79 acres. Topography is conducive to site development. An area of freshwater wetlands may pose minor constraints to future facilities planning, but limitations due to soil characteristics are severe.

**Public Works Facility**

A proposed new public works facility is designated on the Plan. Its future location will be on a five acre parcel on Blau Road in the Industrial Zone.

# Community Facilities Plan

## Mansfield Township Warren County, New Jersey

January 1999

### Legend

#### Existing Facilities

1. Mount Bethel Firehouse (Block 201, Lot 2)
2. Warren County Welfare Home (Block 301, Lot 8)
3. Township Park (Block 1105.04, Lot 5)
4. Township Park (Block 1105.07, Lot 3)
5. Mansfield Emergency Medical Services (Block 1201, Lot 23)
6. The-County Fire Company (Block 1603, Lot 24)
7. The-County Fire Company (Block 1202, Lot 1.03, 3.10, 7 & 8)
8. Municipal Building (Block 1502, Lot 4)
9. Mansfield Township School (Block 1502, Lot 4)
10. Former Municipal Building & Garage (Block 1603, Lot 24)
11. Butler Park Volunteer Fire Company (Block 3203, Lot 17 and Block 3204, Lot 2)

#### Proposed Facilities

-  Potential School Site (Approximate Location Only)
  -  Proposed Public Works Facility
- General Source: Mansfield Township Tax Records, 1997 & 1997 Field Survey.

Independence Township  
Warren County

Hackettstown Town  
Warren County

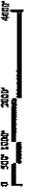
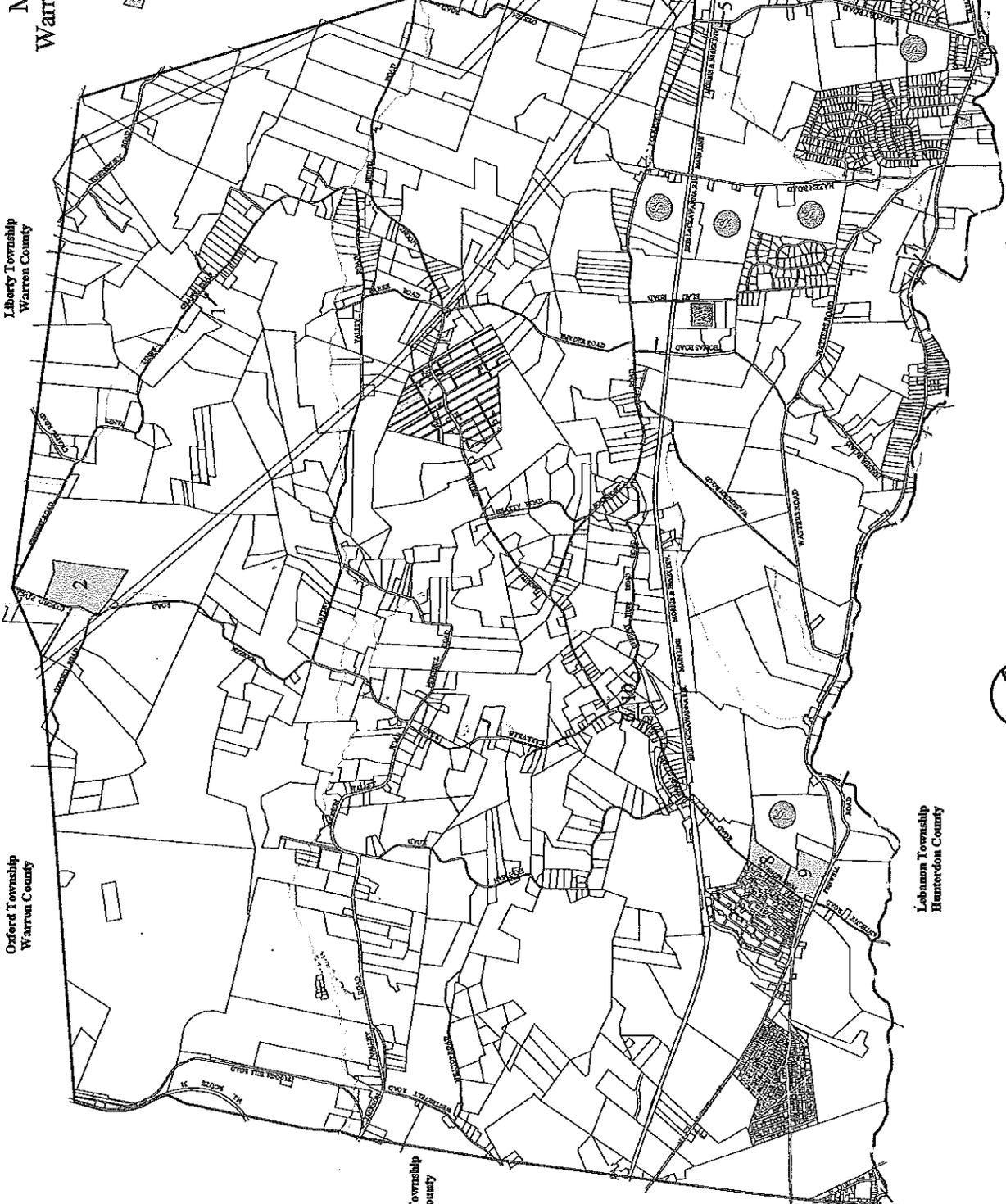
Washington Township  
Morris County

Lebanon Township  
Hunterdon County

Washington Township  
Warren County

Oxford Township  
Warren County

Liberty Township  
Warren County



# CIRCULATION PLAN

The Circulation Plan Element focuses on the pedestrian, vehicular and public transportation facilities of a municipality. The plan considers all of the available facilities such as the airport, rail and highway. The text of this plan will identify road function, suggested minimum right-of-way and pavement widths, road and intersection improvements, and additional suggestions regarding the overall flow of traffic through the Township. The plan recommendations are set forth based on the identified Road functions shown on the traffic Circulation Plan map.

## ROAD SYSTEMS

Road systems are classified according to a classification system known as functional classification. Functional classification of a circulation system is the process by which streets and highways are grouped according to the type of service they provide within the overall roadway network. Under this system, specific roadway networks are designed to serve specific purposes within a defined street hierarchy. This hierarchy is used to promote efficient and safe circulation throughout the Township and between adjacent municipalities and the region. The classifications used in Mansfield Township are arterial, major collector, minor collector and local streets.

## ARTERIAL ROADS

Arterial roads are higher order streets in the hierarchy which convey traffic between municipalities and other activity centers and provide connections with major state and interstate roadways. Significant community, retail, commercial, and industrial facilities may also be located on arterials. Arterials have high daily traffic levels and their inclusion is not generally appropriate in the residential street hierarchy.

The two New Jersey State highways in the Township classified as arterial roadways are Route 31, which touches a corner of the Township in the northwest, and Route 57, which runs from Hackettstown to Washington Borough. Since they are State roads, their future planning is outside of municipal jurisdiction. Route 31 has been widened along sections of its length as it functions more as a truck route connecting Route 287 in the north to Interstate 95 in central New Jersey.

Route 57 is the major regional traffic artery in the Township. It provides an important regional link between Hackettstown, Washington and Phillipsburg, and serves as a land service road for much of the commercial development in Mansfield. The New Jersey Department of Transportation has recently proposed an ultimate design cross-section for Route 57 which would call for four undivided travel lanes and two paved shoulders throughout most of the highway as it runs through the Township, except in the vicinity of Penwell Road where it would be two travel lanes, two paved shoulders and a center left-turn lane.

This Traffic Circulation Plan recommends downsizing the NJDOT proposal to provide for a maximum of two travel lanes and two paved shoulders throughout the entire length of Route 57 in Mansfield, but adding the center left-turn lane where needed. This is currently being introduced east of Airport Road as a result of the reconstruction of the roadway due to the two shopping malls. This technique is also being introduced on other segments of this highway west of Mansfield Township. With significant restrictions on areas where widening could occur, due either to construction near the roadway such as at Beattystown or Anderson, or to environmental conditions such as the flood plains and steep slopes found along the central section, it is felt that four travel lanes would not be cost effective. It would attract additional traffic to the area, and it would make it difficult for traffic to enter the roadway, particularly for the purpose of making left turns.

### MAJOR COLLECTORS

Major collectors are streets which carry traffic that is intra-county or intra-municipal in nature. Such streets connect minor collectors with arterials and highways. Most of the major collectors shown on the Traffic Circulation Plan are county roads and, therefore, are subject to the county specifications for their road system. Mount Bethel Road is proposed as part of this Plan to become a part of the county road system, and if it does, it would also be subject to county right-of-way and pavement specifications.

It is proposed as part of this Plan that the right-of-way for Major Collectors be a minimum of 66 feet and that the pavement width be sufficient to accommodate two travel lanes and two paved shoulders. Parking restrictions should be placed along these roadways, and where conditions permit, pavement width should be a minimum of 40 feet, but efforts should be made to provide 44 feet where possible. With appropriate parking restrictions, the paved shoulders can be used to allow traffic to pass vehicles making left turns, and bicycle traffic can be accommodated with minimal disruption to motor vehicle flow. Any development occurring along the major collectors should provide access either through a local street system, or if driveway access is required, on-site vehicle turnarounds should be provided.

### MINOR COLLECTORS

Minor Collectors are streets which provide intra-municipal traffic service to and within subdivisions and between local roads with the higher class elements of the street system. Such streets connect the local streets with the major collectors or other minor collectors and may provide vehicular and pedestrian access to abutting properties.

As with the major collector system, minor collectors are intended to have two travel lanes and two paved shoulders. The difference between the two types of collectors relates to lower anticipated traffic volumes on the minor collectors, and, therefore, a reduced need to have as much pavement

width as with the major collectors. Minor collectors would call for a right-of-way width of 60 feet and a pavement width of 36 feet. As with the major collectors, on-site vehicle turnarounds would be required, and parking restrictions should be imposed along the roadway.

Airport Road and Allen Road were included as minor collectors although they could also be considered as major collectors. Allen Road was included as a minor collector. Because of the severe restrictions on right-of-way, it was limited by existing development abutting more than one-half its length. Although ideally this roadway should be a major collector, these constraints will limit the degree to which development can occur. Similarly, Airport Road would appear to be a major collector; however, traffic studies regarding the use of the roadway, indicate that traffic volumes will remain within acceptable standards for minor collectors.

### LOCAL ROADS

Local roads are streets which provide vehicular and pedestrian access to abutting properties. Such streets connect with minor collectors. Local streets constitute all streets not otherwise classified.

All roads not identified as arterials or collectors would be subject to the standards for local roads. The right-of-way width for local roads would be 50 feet, and depending on anticipated traffic volumes from adjoining development, pavement width would range from 26 to 30 feet. The primary function of the local road system is to provide direct access to abutting properties and distribute the traffic to collector and arterial road systems.

As a part of this Plan, private road construction is to be discouraged. If it is allowed, construction of private roads should only take place in accordance with Township road standards.

## OTHER TRANSPORTATION FACILITIES

### Rail Service

The existing rail line which is part of the old Erie Lackawanna Railroad (and Morris & Essex) operates under Conrail as part of the Lehigh freight line, however, passenger service was discontinued some time ago. This is an important shipping corridor between New York Harbor and the Midwest, to cities such as Pittsburgh, East St. Louis and Chicago. The old train depot still exists in Port Murray.

A New Jersey Transit passenger station is located along this line to the east, in adjacent Hackettstown. The Hackettstown Station begins a series of commuter stops that comprise the Morris & Essex Division of the NJ Transit train lines. This line conveys passengers to Newark's Penn Station and Broad Street Station, PATH trains to Manhattan, Newark International Airport and the ferry to Battery Park City. NJ Transit provides connecting bus service to the Hackettstown station from Mansfield Township on the #973.

Whether passenger service is ever reinstated within the Township is questionable. New Jersey Transit operates bus service in the region to New York, which is more efficient for those seeking public transportation. In addition, if passenger rail stops are ever brought back along this line, in all likelihood they will be constructed in places with higher concentrations of population, where there are north-south and east-west highway connections --- places like Washington Borough and Hackettstown.

### Air

The Hackettstown Airport is located along Airport Road in the southeastern portion of Mansfield Township. It has a runway that is 2200 feet in length which supports the use of B-1 type aircraft, according to the NJDOT Division of Aeronautics. B-1 type aircraft are typically single-engine crafts that have a low passenger seating capacity. This excludes most types of commercial passenger service.

The airport is a public facility and is licensed by the NJDOT Division of Aeronautics. However, it does not actively participate in the Division's Capital Improvement Program, which makes funding available to New Jersey airports for infrastructure improvements. Airports that are part of the program also receive assistance in the compilation of certain pertinent annual statistics, such as the volume and frequency of take-offs and landings. These statistics may be useful in assessing operating costs and in planning for future improvements. At this time there are no plans to expand any portion of the airport.

## PROPOSED IMPROVEMENTS

The existing roadway transportation system has developed on an as-needed basis over the past several hundred years. Roadways were generally placed where convenient to provide access to towns or farms. Some of these roads were planned, some roads such as Route 57 were, at least partially, developed as turnpikes and were intended to carry inter-town travelers. Others simply developed from wagon tracks that provided the local resident a convenient method to travel from one location to another. Despite that development, those roads form the basis of our current road system. Some of them, such as Rockport Road, developed into inter-town major roadways and others, such as Watters Road, despite it being a surveyed road, became simply a local access road.

These roads, however, form the basis of our current circulation system. In general the major improvements which will have to take place in the system will be along the alignment of these roadways. In many areas these roads are severely restricted by available right-of-way, not only legal but also physical. Examples of physical constraints are areas such as Beattystown and Anderson along Route 57, but many others exist. Increasing development within the region and the Township continues to place additional burdens on the existing roadway system. It then becomes necessary to develop methods of relieving these existing constrained roadways.

The proposed improvements are segregated into three categories. Incremental improvements to the existing roadway system, overall improvements and newly constructed facilities. The proposed improvements are described below and are shown on the attached map.

## INCREMENTAL IMPROVEMENTS

### Arterials

The Traffic Circulation Plan showing proposed Road Improvements along Route 57 call for the following, aside from those related to widening:

- A-1 Several of the proposed improvements shown on the plan are already being processed as a result of construction of the various shopping malls west of Airport Road. These improvements are:
  - a. At the Hackettstown boundary, provide a signalized intersection at the entrance to the apartments to reduce the hazards of entering the flow of traffic. This is one of the highest accident locations in the Township. If a left-turn lane is provided, signalized access is still called for because of the difficulties associated with making left turns from the driveway toward Hackettstown.

- b. The signalized Allen Road intersection with Route 57 should be upgraded and improved. Consideration should be given to providing for a free-flowing right-turn lane on to Allen Road from Route 57 westbound. Consideration could also be given to eliminating the intersection offset through a realignment of Allen Road through the shopping center parking lot and a vacant corner lot. This realignment solution would be costly and would require the cooperation of NJDOT along with some land acquisition.
  - c. In the shopping center parking lot some consideration should be given, if there are any requests made for site plan revisions, to increasing the use of Allen Road for access and egress, and the on-site parking lot flows could be modified to reduce the potential points of conflict near the intersection with Route 57.
  - d. The Airport Road intersection with Route 57 has been recently improved.
- A-2 At the following intersections improvements should be made to incorporate a separate left and right turn lane into Route 57. These improvements will result in an improved level of accessibility for unsignalized intersections:
- a. Kings Highway
  - b. Brantwood Terrace
  - c. Claremont Avenue
- A-3 At Hazen Road, the intersection with Route 57 should be upgraded to provide a more nearly level grade at the intersection, a wider pavement, and improvement of limited visibility. No traffic light is proposed as part of this Plan.
- A-4 At Heiser Road, visibility is a problem. If this cannot be corrected through the removal of buildings, a traffic signal should be considered for this intersection, which is actively used by trucks attracted to the ease of accessibility to the Rockport Road industrial area afforded by the improved condition of the roadway.
- A-5 The intersection of the westerly portion of Watters Road with Route 57 has steep grade and narrow pavement problems, which will have to be addressed if this road is to assume an effective collector road function.
- A-6 At Port Murray Road, the intersection is signalized, but the pavement is narrow at all four entering road segments. Widening and increased curb radii should be considered, particularly to accommodate the school buses using this intersection, and to accommodate possible future truck movements through this intersection which may be associated with future industrial development along the railroad near Port Murray.
- A-7 At Anderson Road, the angle of intersection is a potential problem. Over the years, however, no significant practical problems have been found because of adequate visibility and a general awareness of the potential problems at this location by the drivers who travel through this intersection. Any potential improvements to the angle of intersection could involve some historic structures, so at this time it is recommended that no improvements be made at this location with the possible exception of a center left-turn lane for westbound Route 57 traffic entering Anderson Road. This intersection should continue to be monitored for any signs of increased accidents, at which point consideration could be given to some additional

modifications which would accommodate the traffic flows without compromising the historic aspects of this location.

### Major Collectors

In addition to the improvements noted earlier in this Plan along Route 57 at the intersections involving the major collectors, the following additional improvements are proposed:

- MC-1 The intersection of Allen Road and Rockport Road should be improved, with installation of a traffic light to assist in providing access.
- MC-2 The railroad bridge over Rockport Road should be replaced to provide improved traffic flow to Hackettstown.
- MC-3 At Airport Road and Rockport Road, there are some visibility problems at the intersection. These should be corrected, and depending on future volumes, consideration should be given to establishing a signalized intersection to provide improved access.
- MC-4 At the intersection of Rockport Road and Snyder Road there are visibility problems. Efforts should be made to correct these problems to improve safety and access at this location and these improvements may cost of building removal and/or a relocation of the point of intersection to provide a four-way intersection with Thomas Road. Historic issues related to remnants of the Morris Canal would have to have to be addressed to the Thomas Road segment is relocated.
- MC-5 At Rockport Road and Cherry Tree Bend Road, there is a bad angle of intersection which should be corrected as improvements occur along Rockport Road.
- MC-6 At Rockport Road and Mount Bethel Road, modify the intersection to provide a more effective opportunity for through traffic to use Mount Bethel Road while respecting the importance of traffic flows on Rockport Road. Intersection redesign would be required, and with the proposal set forth in this plan to have Mount Bethel Road function as a county road, the intersection design should be coordinated with the county.
- MC-7 At Thomas Road and Watters Road, improve the intersection to correct the grade and angle of intersection problems.
- MC-8 At Rockport Road, Karrville Road, Main Street and Cherry Tree Bend Road, correct the visibility problem for traffic entering the intersection from Mount Bethel Road and improve the intersection with improved definition of the through movements.
- MC-9 Improve the approaches to the Port Murray Bridge to eliminate the sharp bends.
- MC-10 At Mount Bethel Road and Jane Chapel Road, the angle of intersection and sight distance problems should be addressed as a part of intersection improvement.

- MC-11 There is a visibility problem at Jackson Valley Road and Westervelt Road which should be corrected as a part of any intersection improvement.
- MC-12 At Tunnel Hill Road and Jackson Valley Road, the angle of intersection should be improved. As a part of this Plan, Tunnel Hill Road, which is now a county road, would become a municipal road.

### Minor Collectors

The following specific improvements are recommended along the minor collector system:

- C-1 Allen Road throughout its entire length would have the following recommended improvements in addition to those previously noted at Route 57 and Rockport Road:
- a. Additional relocation of the curve at the Donaldson Farm to provide a more generous radius particularly for southbound traffic.
  - b. Improvements to the bridge over the Conrail tracks.
  - c. Completion of widening throughout its length.
  - d. Consideration for additional improvements at the intersections in the Sunnyview development.
- C-2 Newburg Road would be widened from the new intersection with Allen Road to the Township Boundary with Washington Township. This roadway would provide needed capacity improvements needed in conjunction with the proposed development in this area and the potential development in the adjoining industrial zone in Washington Township.
- C-3 Airport Road throughout its entire length to be widened and improved.
- C-4 On Hazen Road between Watters Road and Rockport Road, there are some areas where the grade appears to be excessive. At the time of any reconstruction or widening of the roadway, these issues should be addressed.
- C-5 On Blau Road between Rockport Road and Watters Road, in addition to the widening and other pavement improvement requirements, the sharp curves should be eliminated, and to the extent feasible, the grade problems near the railroad should be addressed.
- C-6 On Washburn Road in the vicinity of the railroad crossing, there is a vertical sight distance problem along with a sharp curve and narrow bridge situation, which should be corrected as a part of any road improvement.
- C-7 At the Washburn Road intersection with Watters Road, the angle of intersection should be improved.
- C-8 At Parke Road and Valley Road, sight distance problems should be corrected.
- C-9 On Jane Chapel Road near Pequest Road, the two sharp curves should be improved.
- C-10 On Valley Road north of Karrville Road and Mitchell Road, there are two narrow bridges, which should be replaced as road improvements are made.
- C-11 At Westervelt Road and Hilltop Road, efforts should be made to improve visibility.

- C-12 A new road should be developed that begins at Point Mountain Road (Anthony Road), runs through the proposed Golf Course Community, and terminates with an intersection with Route 57 near the Washington Township border.
- C-13 A new road should be developed that runs from Port Murray to Route 57 in order to serve the proposed Village Residential Area.

### Private Improvements

There are two locations in Mansfield Township where private improvements are necessary to complement the overall transportation scheme and to complete adequate transportation connections. These are as follows:

- P-1 A connection between the Warren Village Condominium/Apartment complex and the Mansfield Village Apartment Complex. The stub roads have been completed for this connection but the physical connection has not been completed. This connection would provide access from either of these complexes to the other and to give traffic direct connection to either Route 57 for the Warren Village complex or Allen Road for the Mansfield Village complex. The completion of this roadway would relieve congestion at the Route 57 and Allen/Newburg Roads intersection.
- P-2 (not shown) A connection to complete the private roadway along the rear of the shopping complexes fronting on Route 57. The roadway is to be completed along the rear of the Mansfield Commons Center and along the rear of the Mansfield Plaza Center. The section in question is a missing section on an undeveloped parcel of land between the two centers. When completed it will provide, in conjunction with a similar roadway through the Village Square Center, an alternate to Route 57 for shopping center traffic between the Mansfield Village Entrance Road and Airport Road.

### Overall Improvements

The roadway classification plan classifies each roadway into a category. The categories indicate not only how the roadway functions within the system but also establishes the basis for the improvements to be made. The classification of Township-owned roads is generally into Minor Collector and Local Roadways. The tables above set forth the minimum standards for roadway and right-of-way widths for these roads. It is the goal of the Township of Mansfield to have each of its roadways brought to the appropriate standard as part of various improvement programs. These improvements, as may any of the improvements, may be accomplished through one of several funding mechanisms. The improvements remain, however, as municipally undertaken, despite the funding source.

### Newly Constructed Facilities

### **Route 57**

As has been discussed previously, Route 57 has a number of areas where the ability to provide improvements is severely restricted due to roadside development. The inability to provide additional capacity in a specific section of highway should not be connoted that the need does not exist. The continual increase in traffic due to natural growth, resulting from general development within the region and automobile usage, will ultimately necessitate an increase in the capacity of Route 57. The most feasible method of accomplishing this is through widening of the roadway. For many, if not most portions of the highway, this is difficult, if not impossible. A study should be undertaken for the replacement of Route 57 with a more suitable facility that would, potentially, provide new alignment. This would most probably have to be a joint municipal undertaking and might be incorporated into the current study regarding the extension of Route 57 from Route 183 to Route 46.

### **Local Roads**

One method of providing this relief is the development of connections between developed areas of similar type of usage so that interconnections between commercial parcels or between residential subdivisions are required. These connections provide two elements in the system, first, so that residents can traverse between subdivisions without utilizing the existing roadway system, and second, to allow interconnection for more than one residential area to roadways accessed by the adjoining area. This technique at times and in certain locations may create through roads through residential areas, and techniques should be utilized in the design so that through roads are not created except where they are done so by design and through the limiting of direct residential access. Techniques such as traffic calming devices and circuitous routings are one technique. Another technique is to construct roadways which have no residences fronting on them which would allow through movement.

Due to the proposed patterns of development which are anticipated by this Plan, the need for additional through roads is limited. However, there are several locations, where based on existing development patterns, additional roadways would be appropriate. Several of these are shown on the Circulation Plan. These are as follows:

1. Connection between Airport and Allen Roads as part of the construction of any development on the existing vacant land north of Kensington and Sunnyview.
2. Connection between Diamond Hill/Brantwood and Airport Road and a connection to Kensington Estates.
3. Connection between Grandview Estates and Hazen Road.

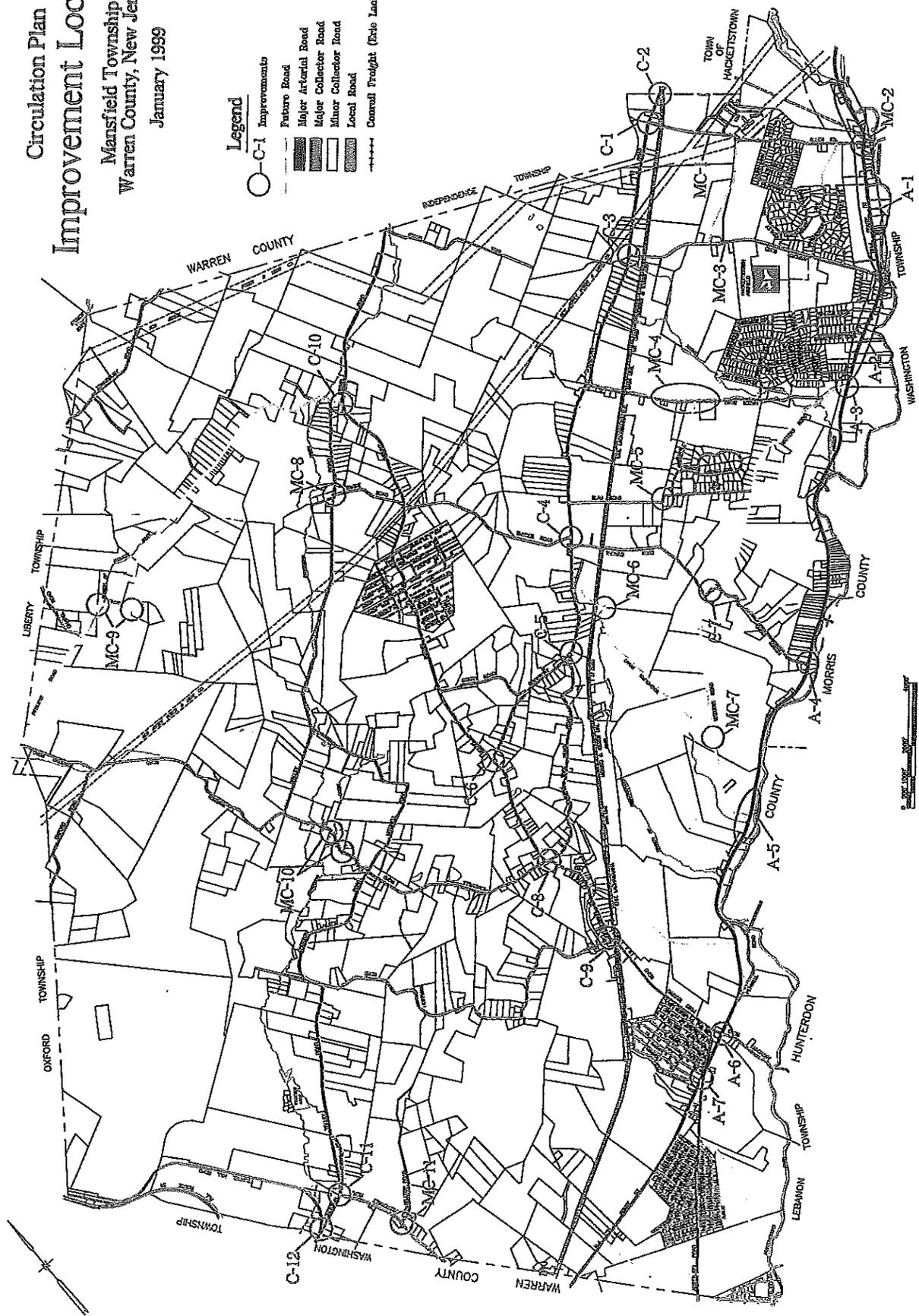
Additional connections should be developed as the development patterns of the Township become more identifiable.

# Circulation Plan Improvement Locations

Mansfield Township  
Warren County, New Jersey  
January 1999

### Legend

- C-1 Improvements
- ▬ Future Road
- ▨ Major Arterial Road
- ▧ Major Collector Road
- ▩ Minor Collector Road
- Local Road
- Council Freight (Cite Lackawanna Railroad)



0 500 1000  
SCALE BY FEET

IMACE CONSULTING ENGINEERS  
A Professional Corporation  
SOURCE: MANSFIELD TOWNSHIP TAX MAPS

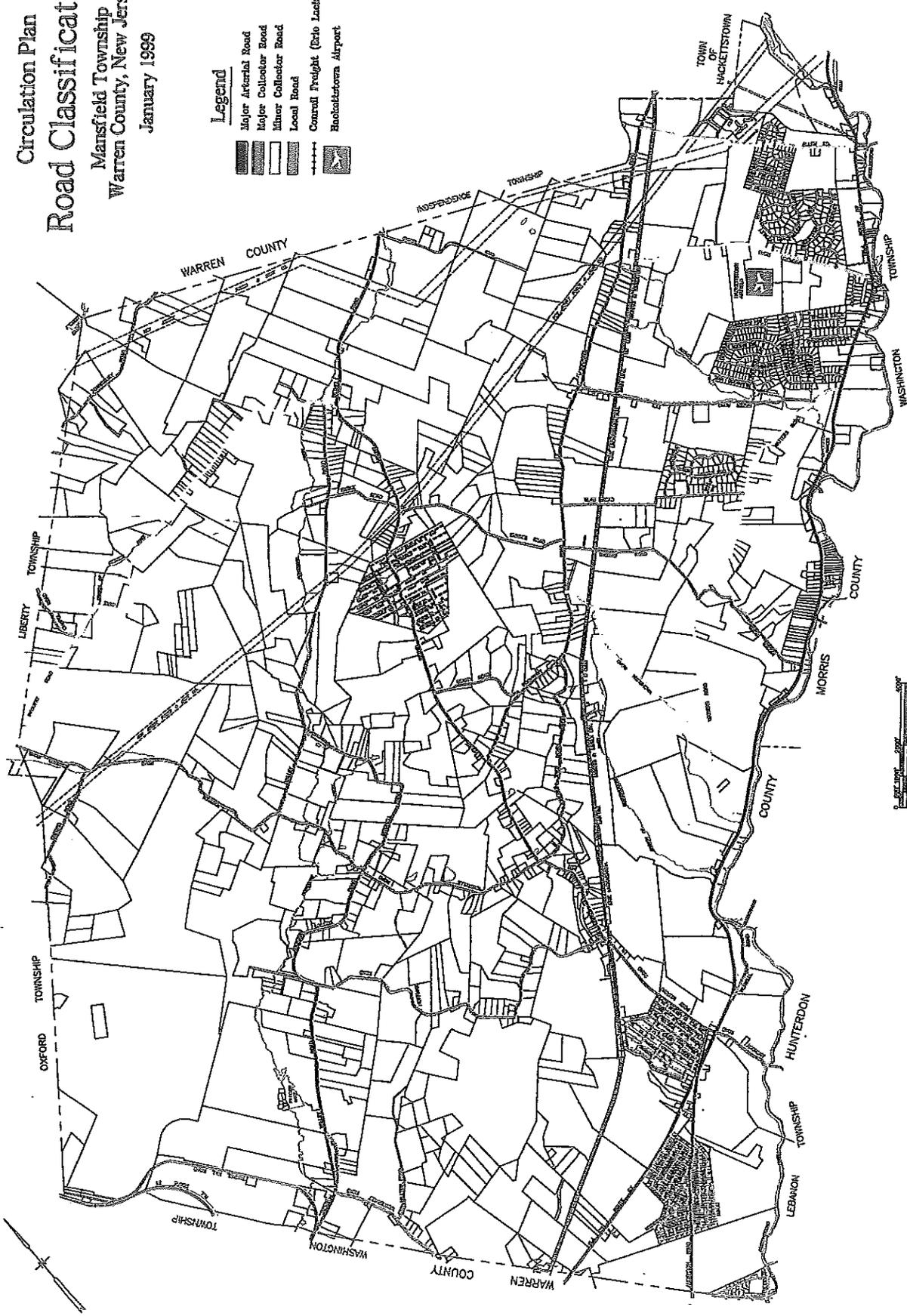
CLARKE CATON HINTZ  
A Professional Corporation

# Circulation Plan Road Classifications

Mansfield Township  
Warren County, New Jersey  
January 1999

## Legend

-  Major Arterial Road
-  Major Collector Road
-  Minor Collector Road
-  Local Road
-  Council Freight (Eric Lackawanna Railroad)
-  Hackettstown Airport



**IMACE CONSULTING ENGINEERS**  
A Professional Corporation  
SOURCE: MANSFIELD TOWNSHIP TAX MAPS

**CLARENCE CATTON JENNY**  
A Professional Corporation

# RECYCLING PLAN

The goals and objectives of the Recycling Plan are to provide opportunities for depositing recyclable materials so they can be readily sold to manufacturers, and to provide for the handling of recyclable materials in a manner which is consistent with statewide policies and county solid waste management objectives.

The Mansfield Recycling Center handles the following materials:

1. Glass, separated by color.
2. Aluminum cans.
3. Tin and bimetal cans.
4. Plastic bottles separated by type.
5. Household batteries.

In accordance with the requirements of the Municipal Land Use Law, all development proposals for the construction of 50 or more units of single family residential housing or 25 units or more of multi family residential housing, and any commercial or industrial development proposal for the utilization of 1,000 square feet or more of land, shall make provision for the collection, disposition and recycling of recyclable materials in a manner consistent with the State Recycling Plan.

# HISTORIC PRESERVATION PLAN

The Historic Preservation Plan Element is a plan that considers the importance of historic sites and structures, and the historic districts of the Township. These are shown in a map in the Appendix of this document. The Township currently has a number of historic buildings, and the two historic districts of Beattystown and Port Murray, both of which are on the New Jersey and National Register of Historic Places.

As development applications are reviewed, whether for subdivision or site plan, the Planning and Zoning Boards should consider their impact on the historic sites and districts (as shown in the appended map.) Efforts to preserve these buildings and places should be made in concert with the landowners and developers. For example, relocation of a lot line to allow a historic building to remain in a major subdivision, or sensitivity to building style and materials when adjacent to a historic district.

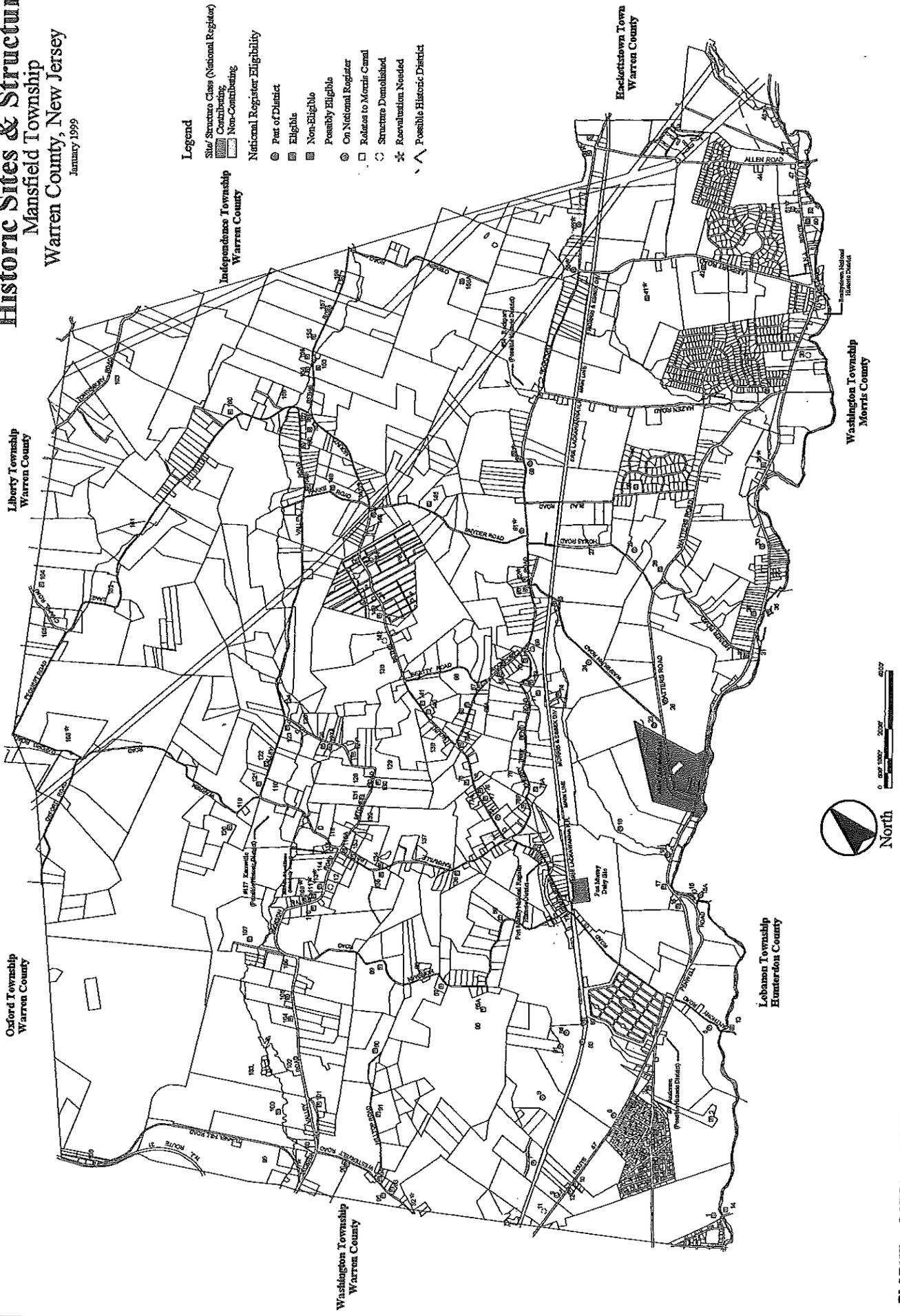
There are some potential archaeological sites in the Township. These should be researched and brought to the attention of the Boards in their review of development applications. The Historic Preservation Advisory Committee should assist the Boards in their review of such applications.

# Historic Sites & Structures

## Mansfield Township

### Warren County, New Jersey

January, 1999



- Legend**
- Shaded Area: Slab/Structure Class (National Register)
  - Diagonal Lines: Contributing
  - White Box: Non-Contributing
  - Circle with Center Dot: National Register Eligibility
  - Square with Center Dot: Part of District
  - Circle with Border: Eligible
  - Square with Border: Non-Eligible
  - Circle with Border: Potentially Eligible
  - Square with Border: On National Register
  - Open Square: Related to Morris Canal
  - Open Circle: Structure Demolished
  - Asterisk: Reevaluation Needed
  - Open Triangle: Possible Historic District



Base Map Source: Micro Consulting Engineers  
 General Source: Plat, Land Use Surveys, Township Tax Map Sheets revised through January 16, 1997, 1998 Township and Property Tax Use, Aerial Photographs,  
 New Jersey Department of Environmental Protection, Office of Historic Preservation, 1971 Survey, Historical Township Environmental Commission, & 1977 Plat Survey.

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# Surrounding Zoning

## Mansfield Township

### Warren County, New Jersey

January 1999

**Proposed Land Use**

A	Single Family Residential
GC	Golf Course Community
R-1	Single Family Residential
R-2	Single Family Residential
ARC	ARC - Adult Retirement Community
R-3	Multi-Family Residential
VR	Village Residential
HVC	Hilberts Village Commercial
B-1	Business with Stair Housing Option
B-2	Commercial District
I	Industrial
I/PO	Industrial/ Professional Office

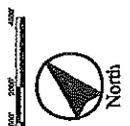
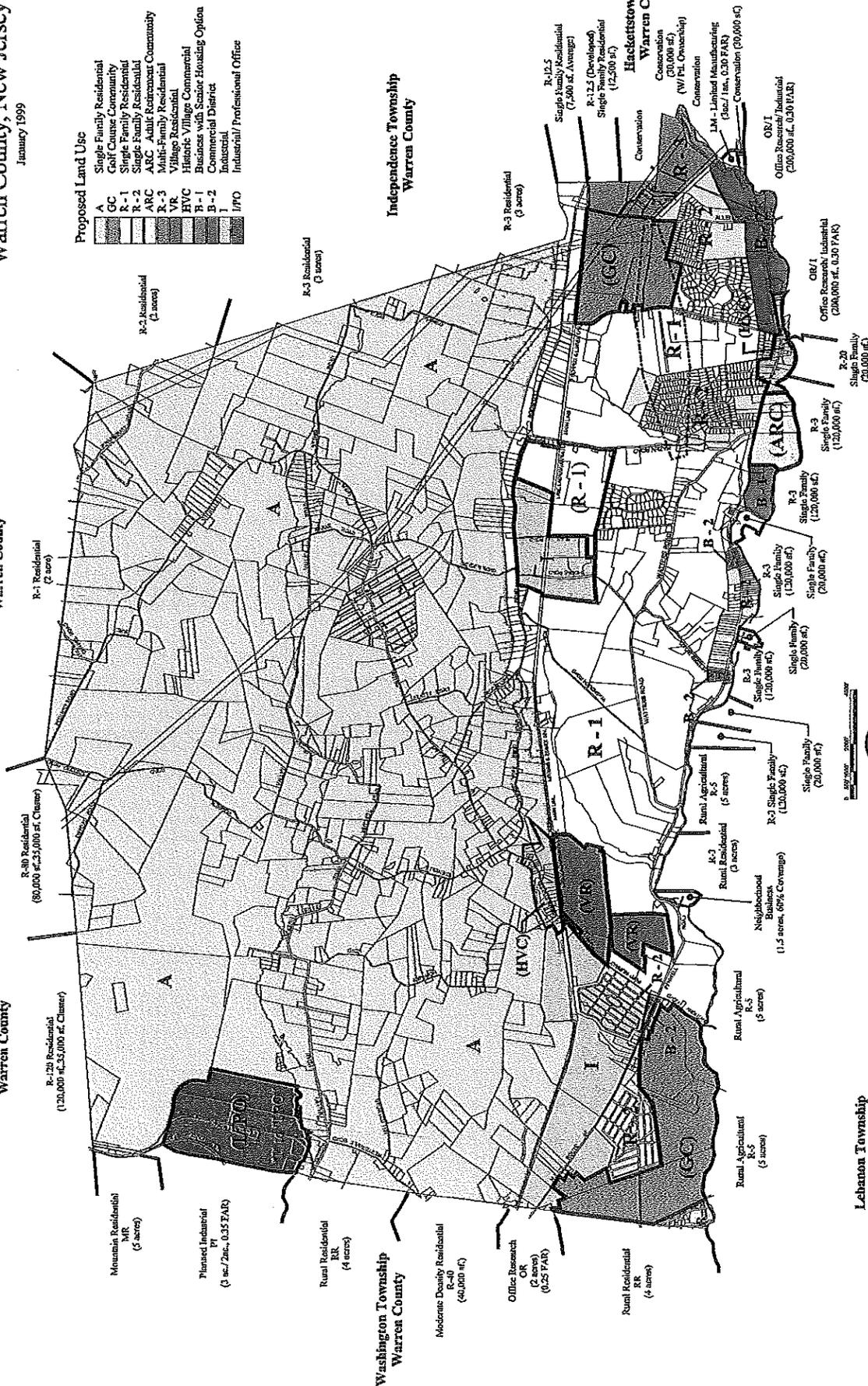
Liberty Township  
Warren County

Oxford Township  
Warren County

Independence Township  
Warren County

Hackettstown Town  
Warren County

Washington Township  
Morris County



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# Relationship to Other Municipal Plans, County Plans and State Plan

Mansfield Township is surrounded by Oxford Township, Liberty Township, and Independence Township to the north, all in Warren County, and by the Town of Hackettstown (Warren County) and Washington Township, (Morris county to the east, Lebanon Township in Hunterdon County to the south, and Washington Township (Warren County) to the west.

A review was made of the surrounding municipal planning and zoning for the various municipalities. Beginning with Oxford Township to the northwest, the R-120 zone, which requires 2.75 acres per residential dwelling, and the R-80 zone, which requires 2 acres (80,000 SF) per dwelling, abut Mansfield. Continuing to the north and east, Liberty Township has 2 acre residential zoning. In Independence Township, the zoning is 2 acres in the extreme north and 3 acre residential towards the border with Hackettstown. All of three of these municipal borders abut the proposed A single family residential zone which is currently zoned for 3 acres per dwelling and, which is proposed for 5 acre minimum lot size.

The Town of Hackettstown has much more dense zoning since it is more urbanized center. The 12.5 cluster zone, which permits residences on lots of 7,500 SF, abuts the r-1 zone, which is to require three (3) acres per dwelling. The R-12.5 zone which is comprised of developed areas, permits lots on 12,500 SF lots, consistent with the existing densities. This zone abuts the existing R-3 Apartment/Townhouse zone in Mansfield, as does the conservation zone which requires 30,000 SF per dwelling. Both the conservation zone and the LM Limited Manufacturing Zone (3 ac/1 ac min lot area, 0.30 FAR) lie next to Mansfield's B-2 Commercial zone (1 ac min lot area) that is to remain unchanged. The LM zone along NJ Route 57 is consistent with the B-2 zone.

To the southeast is Washington Township in Morris County. The OR/I Office Research/Industrial zoning (200,000 SF, 0.3FAR) abuts the B-2 zone in Mansfield (unchanged) and is consistent. The OR/I zone also abuts the proposed Historic Village Commercial zone, which is somewhat consistent with respect to commercial use, but inconsistent with respect to lot size and scale. The OR/I zone also abuts the R-2 Single Family zone (22,000 SF) in Mansfield which is inconsistent. Also found next to the R-2 zone is the R-20 Single Family zone (20,000 SF) and the R-3 Single Family zone (120,000 SF). Further to the south, the R-3 and the R-20 zones in Washington abut the B-1 Business (1 ac and the B-2 Business (22,000SF) zones in Mansfield, which is inconsistent. Washington's R-20 zone also abuts Mansfield's R-1 Single Family zone (93 ac), which is proposed to require lot areas that are six times those required in the R-20 zone. Mansfield's proposed three (3) acre R-1 Single Family zone is consistent with the R-1 Single Family (120,000 SF) zone in Washington. The proposed Adult Retirement Community is somewhat consistent with the abutting R-3 Single Family zone.

To the south of Port Murray, Lebanon Township's rural areas are designated as R-5 and R-3 rural Agricultural zones (5 ac/ 3ac). These lie adjacent to the R-1 (3 ac) and R-2 (22,000 sf) in Mansfield. These are somewhat consistent. The B-1 Neighborhood Business zone (1.5 ac) in Lebanon lies next to the R-1 zone in Mansfield. This is inconsistent. The proposed optional GC Golf Course community zone in the southwestern corner of Mansfield Township abuts the R-5 rural Agricultural zone in Lebanon. The GC zone permits the development of 10,000 SF lots in a cluster configuration around a golf course, provided the tract is 150 acres or more. Otherwise, the existing densities in the

R-2 zone would apply. While the permitted lot sizes in the cluster are substantially inconsistent with the abutting Rural Agricultural zone, the gross density and the provision of the open space (golf course) is consistent.

On the western side of Mansfield is the Township of Washington in Warren County. Washington's RR Rural Residential Zone (4 ac) abuts the R-2 (22,000 SF), the GC (10,000 SF cluster) and the A (6 ac) zones. Of these the most compatible are the RR and the A zones. Along NJ Route 57 in Washington Township is an OR Office research zone (2 ac, 0.25 FAR) that abuts the I Industrial zone (5 ac) in Mansfield. This is consistent. However, small areas of the R-2 and a residential zones in Mansfield flank the I zone. Although unchanged, they are inconsistent with the OR zone. The A residential zone (6ac) in Mansfield is abutted by both the R-40 Moderate density residential (40,000SF) and the MR Mountain Residential (5 ac) in Washington. While the use is consistent, the lot sizes are consistent only between the A zone and the MR zone. Mansfield's proposed I/PO Industrial/Planned office zone is consistent with the adjacent PI Planned Industrial zone in Washington.

<b>Mansfield Township</b>	<b>Lebanon Twp., Hunterdon County</b>
R-1 Single Family Residential 3 acre min lot area	R-5 Rural Agricultural 5 acre min lot area
R-1 Single Family Residential 3 acre min lot area	R-3 Rural Agricultural 3 acre min lot area
R-1 Single Family Residential 3 acre min lot area	B-1 Neighborhood business 1.5 acre min lot area
R-2 Single Family Residential 22,000 sf min lot area	R-5 Rural Agricultural 5 acre min lot area
GC.Golf Course Conim. 150 ac min tract area 10,000 sf cluster	R-5 Rural Agricultural 5 acre min lot area
<b>Mansfield Township</b>	<b>WashingtonTwp., Warren County</b>
R-2 Single Family Residential 22,000 sf min lot area	RR Rural Residential 4 acre min lot area
R-2 Single Family Residential 22,000 sf min lot area	OR Office Research 2 acre min lot area, 0.25 FAR
I Industrial 5 acre min lot area	OR Office Research 2 acremin lot area, 0.25 FAR
A Single Family Residential 6 acre min lot area	OR Office Research 2 acremin lot ara, 0.25 FAR
A Single Family Residential 6 acre min lot area	R-40 Moderate Density Residential 40,000 sf min lot area
A Single Family Residential 6 acre min lot area	RR Rural Residsential 4 acre min lot area
I/PO Industrial/Planned Office 5 acre min lot area	PI Planned Industrial 3 acre & 2 acre min lot ara, 0.35 FAR
A Single Family Residential 6 acre min lot area	PI Planned Industrial 3 acre & 2 acre in lot area, 0.35 FAR
A Single Family Residential 6 acre min lot area	MR Mountain Residential 5 acre min lot area

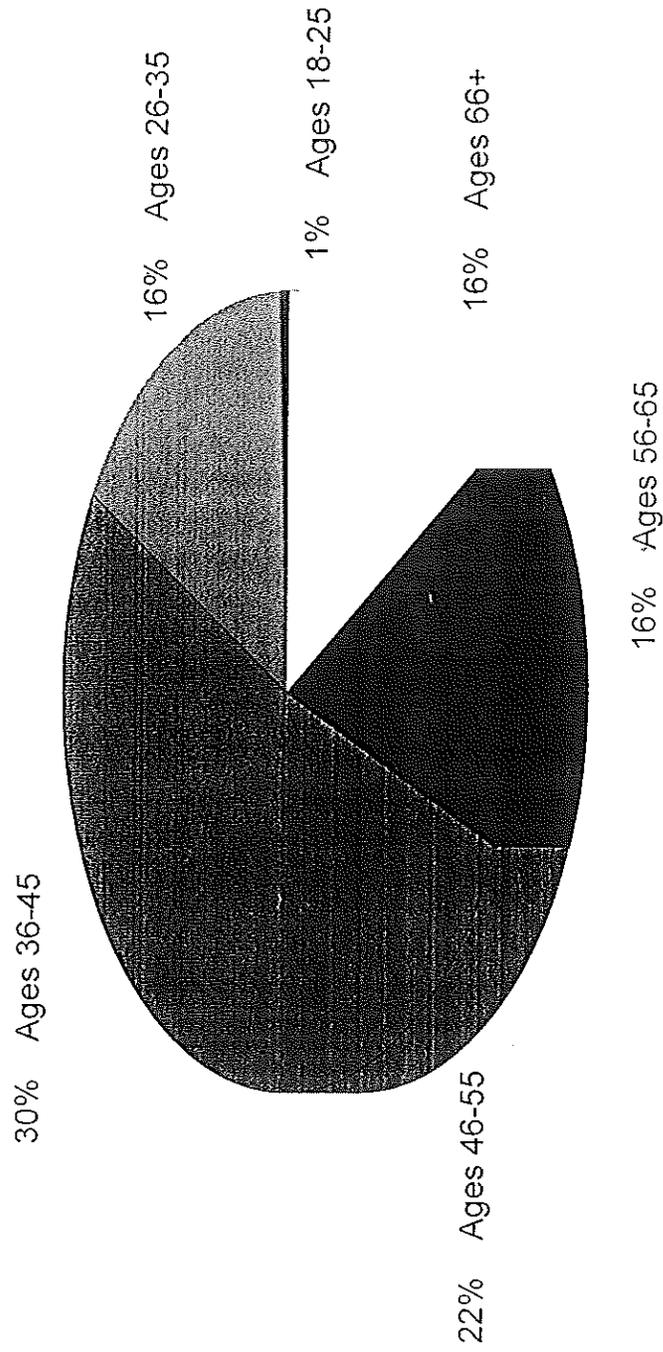
<b>Mansfield Township</b>	<b>Hackettstown</b>
R-1 Single Family Residential 3 acre sf min lot area	R-12.5 (Cluster) Single Family Residential, 7,500 sf avg lot area
R-3 Apartments/Townhouses 8 ac. Min. Apt./2,000 sf min. TH	R-12.5 (developed) Single Family Residential 12,500 sf min lot area
R-3 Apartments/Townhouses 8 ac. Min. Apt. /2,000 sf min. TH	Conservation 30,000 sf
B-2, Commercial 1 ac. Min. Lot area	LM, Limited Manufacturing 3 ac./1ac. Min Lot area, 0.30 FAR
B-2, Commercial a ac. Min. Lot area	Conservation 30,000 sf
<b>Mansfield Township</b>	<b>Washington Twp., Morris County</b>
B-2 Commercial 1 ac. Min. Lot area	OR/I Office Research/Industrial 200,000 sf min lot area, 0.30 FAR
R-2 Single Family Residential 22,000 sf Min. Lot area	OR/I Office Research/Industrial 200,000 sf Min. Lot area, 0.30 FAR
R-2 Single Family Residential 20,000 sf Min. Lot area	R-20 Single Family Residential 20,000 sf. Min. Lot area
R-2 Single Family Residential 22,000 sf Min. Lot area	R-3 Single Family Residential 120,000 sf. Min. Lot area
HVC Historic Village Commercial	OR/I Office Research/Industrial 200,000 sf. Min. Lot area, 0.30 FAR
HVC Historic Village Commercial	R-20 Single Family Residential
ARC Adult Retirement Community	R-3 Single Family Residential
<b>Mansfield Township</b>	<b>Washington Twp., Morris County</b>
B-1 Business 1 acre Min. Lot area	R-3 Single Family Residential 120,000 sf. Min. Lot area
B-1 Business 1 acre min lot area	R-20 Single Family Residential 20,000 sf Min. Lot area
R-1 Single Family Residential 3 acre	R-20 Single Family Residential 20,000 sf Min Lot area
B-2 Business 22,000 sf Min. Lot area	R-3 Single Family Residential 120,000 sf Min. Lot area
R-1 Single Family Residential 3 acre sf Min. Lot area	R-3 Single Family Residential 120,000 sf Min. Lot area

<b>Mansfield Township</b>	<b>Oxford Twp., Warren County</b>
A Single Family Residential 6 acre min lot area	R-120 Single Family Residential 120,000 sf min lot area (35,000 sf cluster)
A Single Family Residential 6 acre min lot area	R-80 Single Family Residential 80,000 sf min lot area (35,000 sf cluster)
<b>Mansfield Township</b>	<b>Liberty Twp., Warren County</b>
A Single Family Residential 6 acre min lot area	R-1 Single Family Residential 2 acre min lot area
<b>Mansfield Township</b>	<b>Independence Twp., Warren Co.</b>
A Single Family Residential 6 acre min lot area	R-2 Single Family Residential 2 acre min lot area
A Single Family Residential 6 acre min lot area	R-3 Single Family Residential 3 acre min lot area

## APPENDICES

**APPENDIX A**  
**SURVEY OF RESIDENTS**

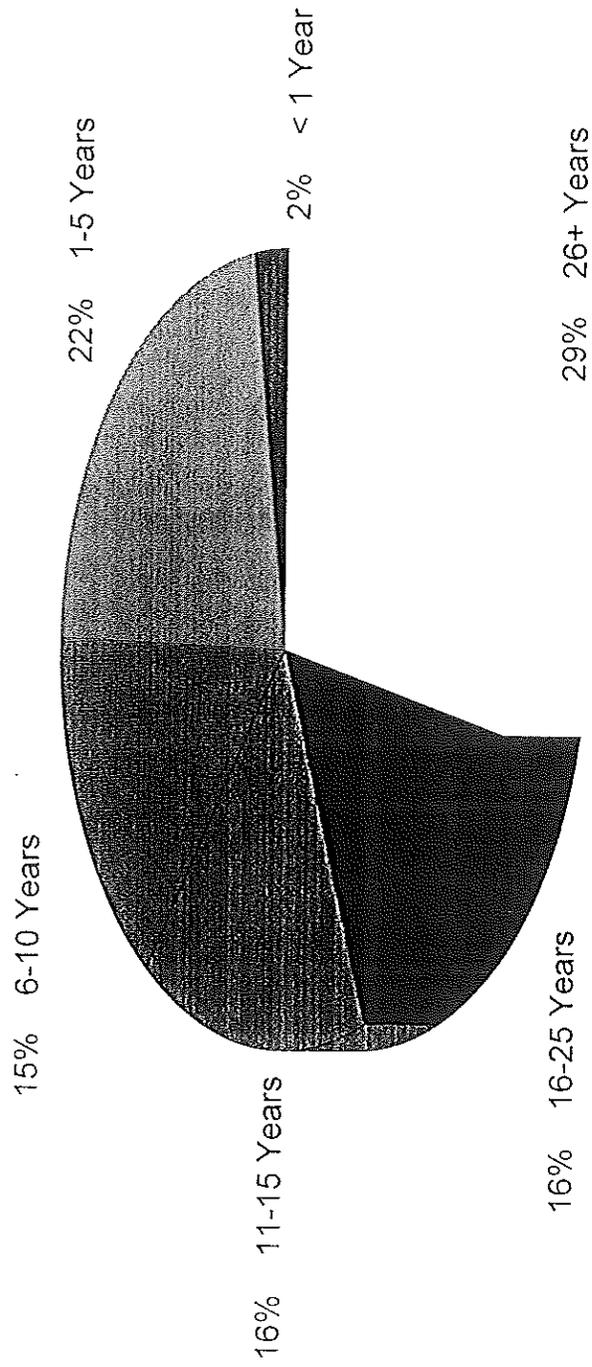
**Age of Head of Household: About half are below 45 and half are above 45.**



Data as of February 20, 1998. Sample Size: 633.

Count	%	Cum%
Total	623	
Head of Household Age: 18-25	4	1%
Head of Household Age: 26-35	101	16%
Head of Household Age: 36-45	189	30%
Head of Household Age: 46-55	134	22%
Head of Household Age: 56-65	98	16%
Head of Household Age: 66+	97	16%
		100%

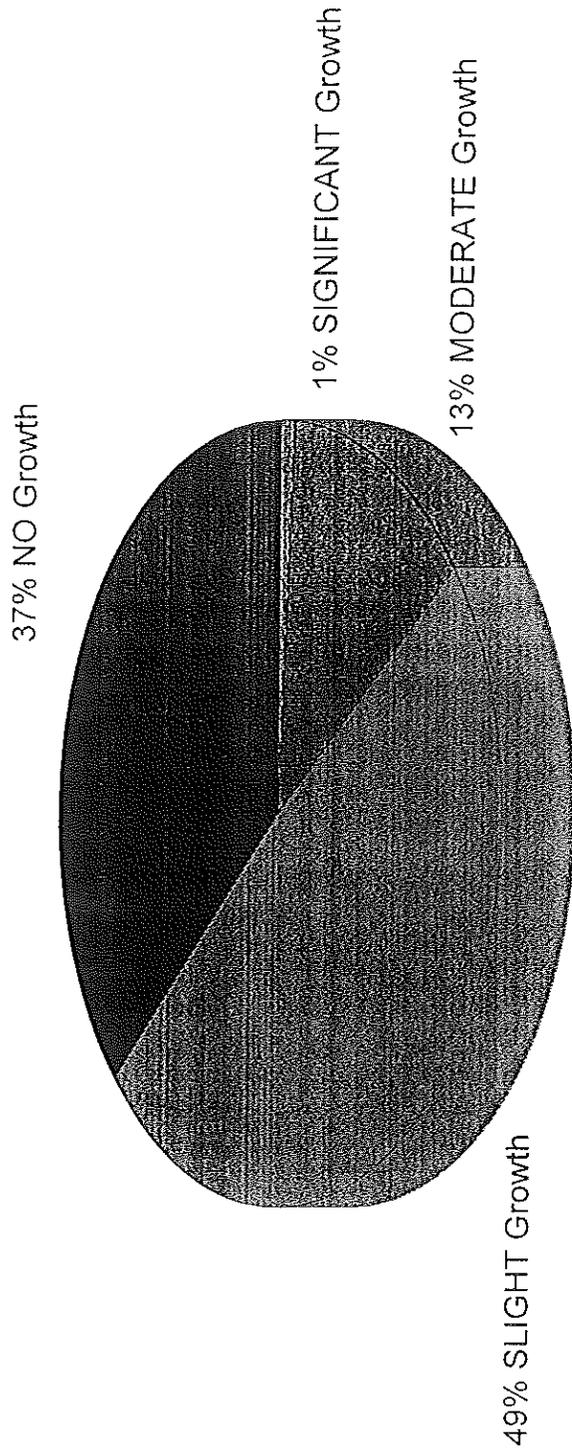
**Years Lived in Mansfield: 55% less than 15 years, 45% greater than 15 years.**



Data as of February 20, 1998. Sample Size: 633.

Count	%	Cum%
Total	626	
Years in Mansfield: < 1 Year	15	2%
Years in Mansfield: 1-5 Years	139	22%
Years in Mansfield: 6-10 Years	95	15%
Years in Mansfield: 11-15 Years	101	16%
Years in Mansfield: 16-25 Years	98	16%
Years in Mansfield: 26+ Years	178	29%
		100%

# 86% of Residents Want NO Growth or SLIGHT Growth



Data as of February 20, 1998. Sample Size: 633.

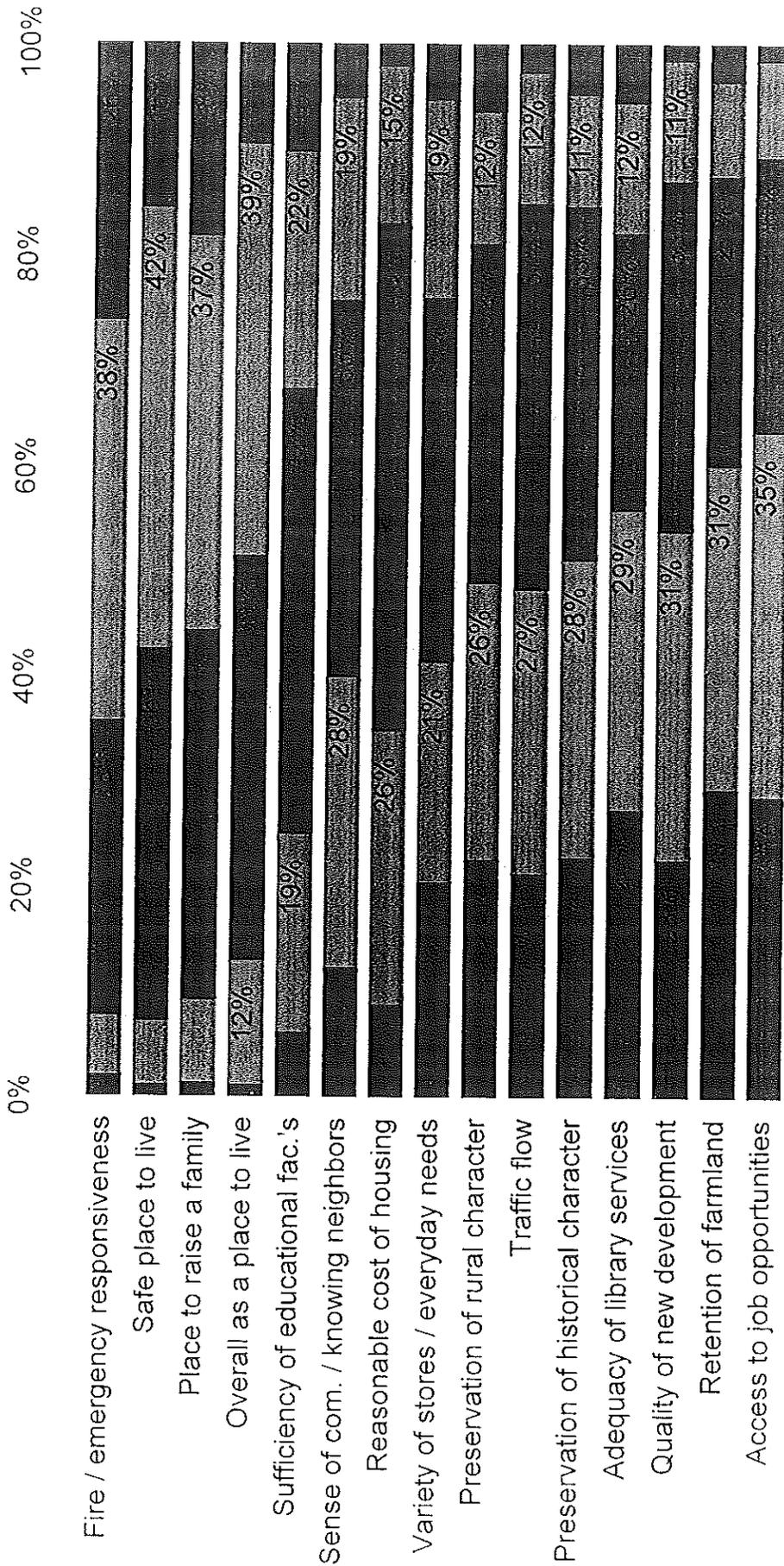
Count	None	Slight	Mod.	Signif.	Total	Avg.
Growth	223	296	80	6	605	1.78

Percentages	None	Slight	Mod.	Signif.	Total	Avg.
Growth	37%	49%	13%	1%	100%	1.78

Cumulative Count	None	Slight	Mod.	Signif.	Avg.
Growth	223	519	599	605	1.78

Cumulative Percentages	None	Slight	Mod.	Signif.	Avg.
Growth	37%	86%	99%	100%	1.78

# Mansfield Township Survey Results



Data as of February 20, 1998. Sample Size: 633.

Poor
  Fair
  Good
  VG
  Exc.

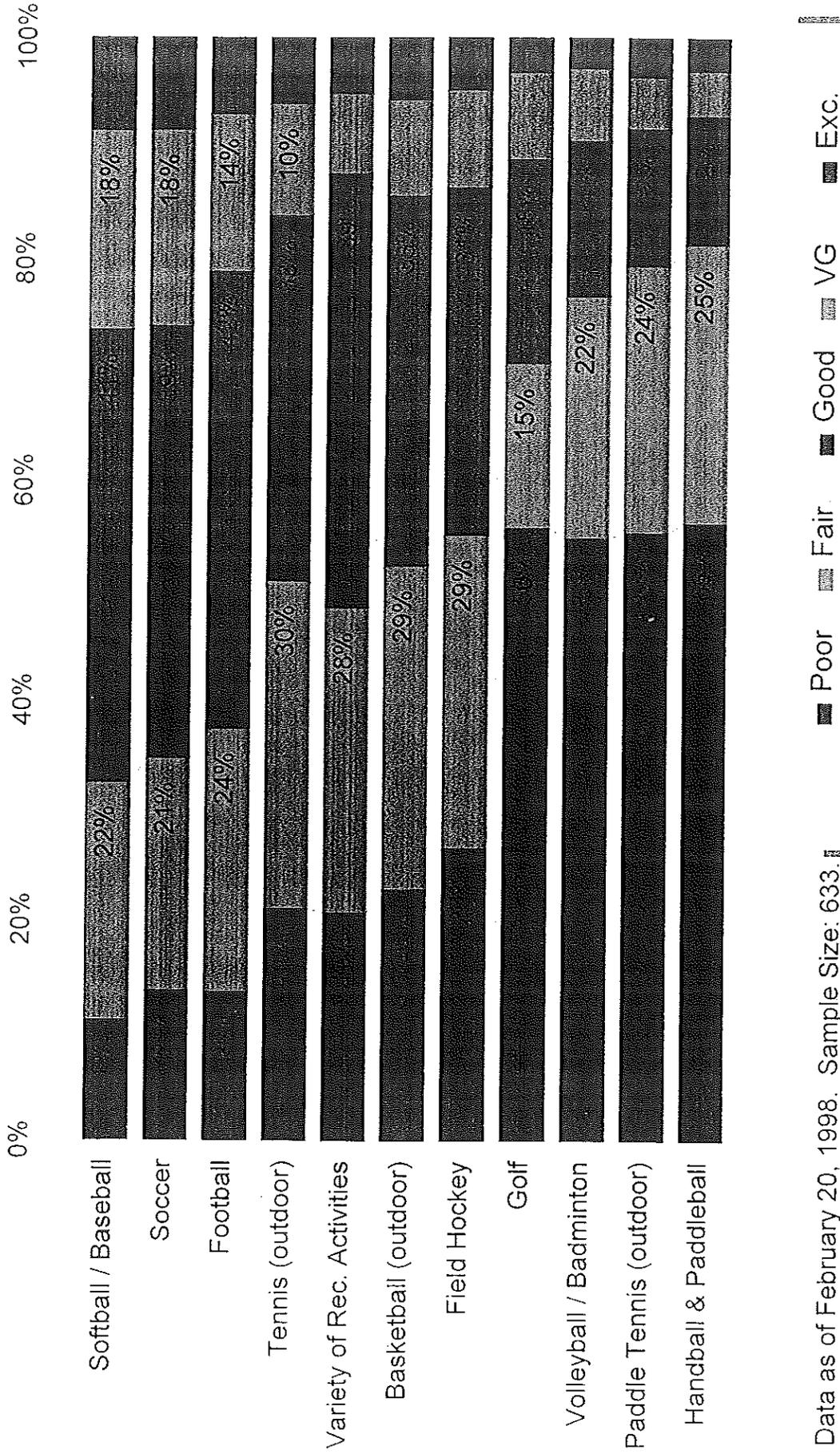
Count	Poor	Fair	Good	VG	Exc.	Total	Avg.
Fire / emergency responsiveness	11	31	153	207	142	544	3.81
Safe place to live	7	38	224	262	98	629	3.65
Place to raise a family	8	48	216	228	111	611	3.63
Overall as a place to live	7	73	239	240	59	618	3.44
Sufficiency of educational fac.'s	33	102	228	120	55	538	3.12
Sense of com. / knowing neighbors	76	171	220	117	32	616	2.77
Reasonable cost of housing	53	158	291	89	13	604	2.75
Variety of stores / everyday needs	128	132	216	117	33	626	2.67
Preservation of rural character	137	160	194	75	39	605	2.54
Traffic flow	132	168	226	76	17	619	2.48
Preservation of historical character	124	154	181	57	26	542	2.46
Adequacy of library services	153	159	146	68	31	557	2.40
Quality of new development	130	180	190	65	9	574	2.38
Retention of farmland	175	183	162	53	21	594	2.26
Access to job opportunities	163	197	147	51	9	567	2.20

Percentages	Poor	Fair	Good	VG	Exc.	Total	Avg
Fire / emergency responsiveness	2%	6%	28%	38%	26%	100%	3.81
Safe place to live	1%	6%	36%	42%	16%	100%	3.65
Place to raise a family	1%	8%	35%	37%	18%	100%	3.63
Overall as a place to live	1%	12%	39%	39%	10%	100%	3.44
Sufficiency of educational fac.'s	6%	19%	42%	22%	10%	100%	3.12
Sense of com. / knowing neighbors	12%	28%	36%	19%	5%	100%	2.77
Reasonable cost of housing	9%	26%	48%	15%	2%	100%	2.75
Variety of stores / everyday needs	20%	21%	35%	19%	5%	100%	2.67
Preservation of rural character	23%	26%	32%	12%	6%	100%	2.54
Traffic flow	21%	27%	37%	12%	3%	100%	2.48
Preservation of historical character	23%	28%	33%	11%	5%	100%	2.46
Adequacy of library services	27%	29%	26%	12%	6%	100%	2.40
Quality of new development	23%	31%	33%	11%	2%	100%	2.38
Retention of farmland	29%	31%	27%	9%	4%	100%	2.26
Access to job opportunities	29%	35%	26%	9%	2%	100%	2.20

Cumulative Count	Poor	Fair	Good	VG	Exc.	Avg
Fire / emergency responsiveness	11	42	195	402	544	3.81
Safe place to live	7	45	269	531	629	3.65
Place to raise a family	8	56	272	500	611	3.63
Overall as a place to live	7	80	319	559	618	3.44
Sufficiency of educational fac.'s	33	135	363	483	538	3.12
Sense of com. / knowing neighbors	76	247	467	584	616	2.77
Reasonable cost of housing	53	211	502	591	604	2.75
Variety of stores / everyday needs	128	260	476	593	626	2.67
Preservation of rural character	137	297	491	566	605	2.54
Traffic flow	132	300	526	602	619	2.48
Preservation of historical character	124	278	459	516	542	2.46
Adequacy of library services	153	312	458	526	557	2.40
Quality of new development	130	310	500	565	574	2.38
Retention of farmland	175	358	520	573	594	2.26
Access to job opportunities	163	360	507	558	567	2.20

Cumulative Percentages	Poor	Fair	Good	VG	Exc.	Avg
Fire / emergency responsiveness	2%	8%	36%	74%	100%	3.81
Safe place to live	1%	7%	43%	84%	100%	3.65
Place to raise a family	1%	9%	45%	82%	100%	3.63
Overall as a place to live	1%	13%	52%	90%	100%	3.44
Sufficiency of educational fac.'s	6%	25%	67%	90%	100%	3.12
Sense of com. / knowing neighbors	12%	40%	76%	95%	100%	2.77
Reasonable cost of housing	9%	35%	83%	98%	100%	2.75
Variety of stores / everyday needs	20%	42%	76%	95%	100%	2.67
Preservation of rural character	23%	49%	81%	94%	100%	2.54
Traffic flow	21%	48%	85%	97%	100%	2.48
Preservation of historical character	23%	51%	85%	95%	100%	2.46
Adequacy of library services	27%	56%	82%	94%	100%	2.40
Quality of new development	23%	54%	87%	98%	100%	2.38
Retention of farmland	29%	60%	88%	96%	100%	2.26
Access to job opportunities	29%	63%	89%	98%	100%	2.20

# Mansfield Township Survey Results - Sports Facilities



Data as of February 20, 1998. Sample Size: 633.

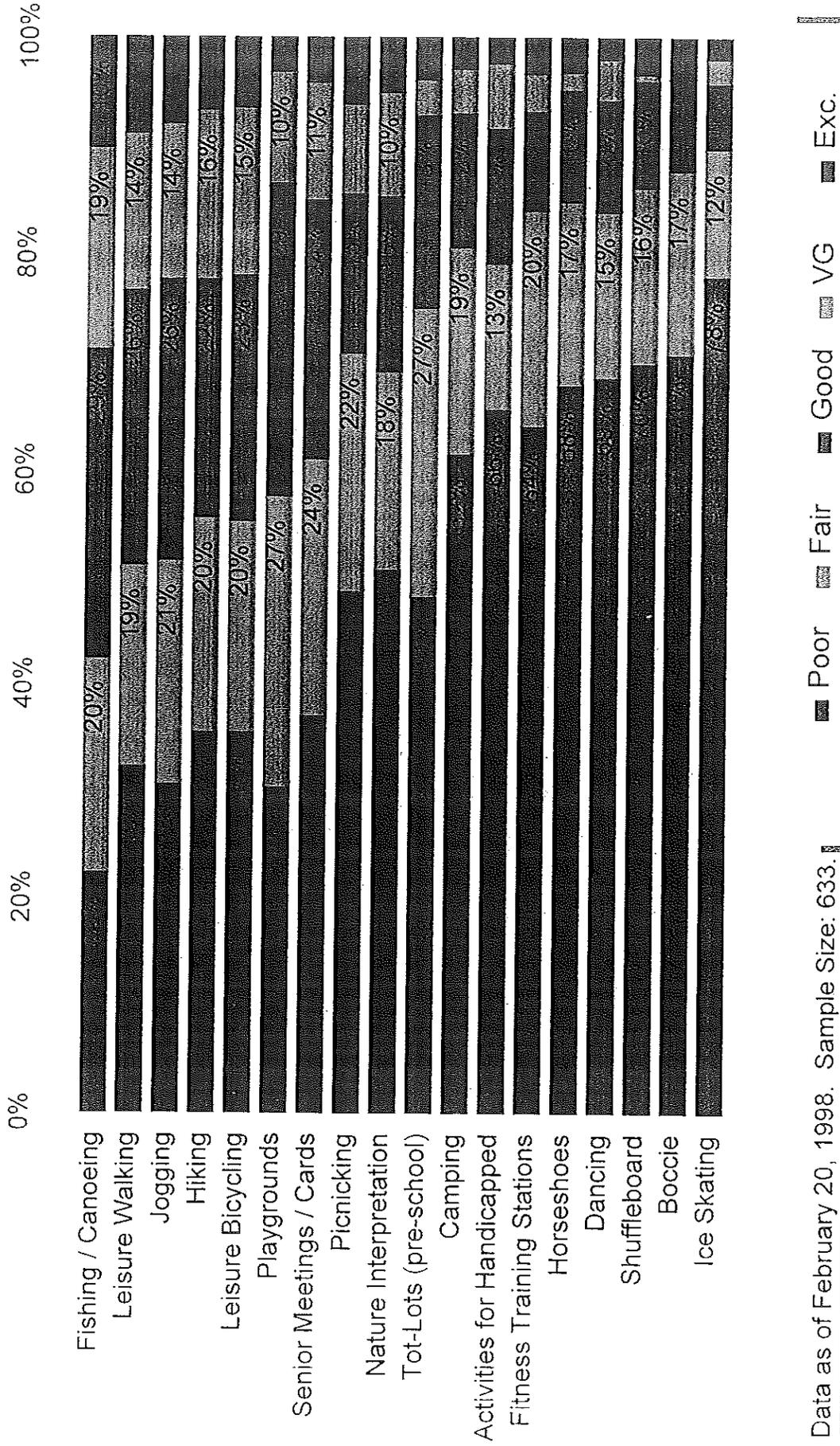
Count	Poor	Fair	Good	VG	Exc.	Total	Avg
Softball / Baseball	39	77	147	64	30	357	2.91
Soccer	47	73	136	61	29	346	2.86
Football	43	76	132	45	22	318	2.77
Tennis (outdoor)	67	95	105	32	19	318	2.50
Variety of Rec. Activities	40	66	93	17	12	237	2.48
Basketball (outdoor)	69	89	101	26	17	302	2.45
Field Hockey	67	72	79	22	12	252	2.37
Golf	158	42	52	22	9	283	1.88
Volleyball / Badminton	118	47	30	14	6	215	1.80
Paddle Tennis (outdoor)	108	47	24	9	7	195	1.77
Handball & Paddleball	112	50	23	8	6	199	1.72

Cumulative Count	Poor	Fair	Good	VG	Exc.	Avg
Softball / Baseball	39	116	263	327	357	2.91
Soccer	47	120	256	317	346	2.86
Football	43	119	251	296	318	2.77
Tennis (outdoor)	67	162	267	299	318	2.50
Variety of Rec. Activities	49	115	208	225	237	2.48
Basketball (outdoor)	69	158	259	285	302	2.45
Field Hockey	67	139	218	240	252	2.37
Golf	158	200	252	274	283	1.88
Volleyball / Badminton	118	165	195	209	215	1.80
Paddle Tennis (outdoor)	108	155	179	188	195	1.77
Handball & Paddleball	112	162	185	193	199	1.72

Percentages	Poor	Fair	Good	VG	Exc.	Total	Avg.
Softball / Baseball	11%	22%	41%	18%	8%	100%	2.91
Soccer	14%	21%	39%	18%	8%	100%	2.86
Football	14%	24%	42%	14%	7%	100%	2.77
Tennis (outdoor)	21%	30%	33%	10%	6%	100%	2.50
Variety of Rec. Activities	21%	28%	39%	7%	5%	100%	2.48
Basketball (outdoor)	23%	29%	33%	9%	6%	100%	2.45
Field Hockey	27%	29%	31%	9%	5%	100%	2.37
Golf	56%	15%	18%	8%	3%	100%	1.88
Volleyball / Badminton	55%	22%	14%	7%	3%	100%	1.80
Paddle Tennis (outdoor)	55%	24%	12%	5%	4%	100%	1.77
Handball & Paddleball	56%	25%	12%	4%	3%	100%	1.72

Cumulative Percentages	Poor	Fair	Good	VG	Exc.	Avg
Softball / Baseball	11%	32%	74%	92%	100%	2.91
Soccer	14%	35%	74%	92%	100%	2.86
Football	14%	37%	79%	93%	100%	2.77
Tennis (outdoor)	21%	51%	84%	94%	100%	2.50
Variety of Rec. Activities	21%	49%	88%	95%	100%	2.48
Basketball (outdoor)	23%	52%	86%	94%	100%	2.45
Field Hockey	27%	55%	87%	95%	100%	2.37
Golf	56%	71%	89%	97%	100%	1.88
Volleyball / Badminton	55%	77%	91%	97%	100%	1.80
Paddle Tennis (outdoor)	55%	79%	92%	96%	100%	1.77
Handball & Paddleball	56%	81%	93%	97%	100%	1.72

# Mansfield Township Survey Results - General Recreation



Count	Poor	Fair	Good	VG	Exc.	Total	Avg
Fishing / Canoeing	87	78	112	72	40	389	2.74
Leisure Walking	148	86	117	66	41	458	2.49
Jogging	129	88	110	60	34	421	2.48
Hiking	135	76	84	59	26	380	2.38
Leisure Bicycling	157	87	101	68	29	442	2.38
Playgrounds	131	117	125	44	14	431	2.29
Senior Meetings / Cards	79	51	51	23	9	213	2.21
Picnicking	172	78	52	29	22	353	2.01
Nature Interpretation	138	50	44	26	14	272	2.00
Tot-Lots (pre-school)	133	74	49	9	11	276	1.88
Camping	184	57	37	12	9	299	1.68
Activities for Handicapped	132	27	25	12	5	201	1.66
Fitness Training Stations	166	52	24	9	9	262	1.62
Horseshoes	125	31	19	3	6	184	1.55
Dancing	166	37	25	9	5	242	1.55
Shuffleboard	121	28	17	1	6	173	1.51
Boccie	109	26	13	0	6	154	1.49
Ice Skating	273	41	21	8	7	350	1.39

Percentages	Poor	Fair	Good	VG	Exc	Total	Avg
Fishing / Canoeing	22%	20%	29%	19%	10%	100%	2.74
Leisure Walking	32%	19%	26%	14%	9%	100%	2.49
Jogging	31%	21%	26%	14%	8%	100%	2.48
Hiking	36%	20%	22%	16%	7%	100%	2.38
Leisure Bicycling	36%	20%	23%	15%	7%	100%	2.38
Playgrounds	30%	27%	29%	10%	3%	100%	2.29
Senior Meetings / Cards	37%	24%	24%	11%	4%	100%	2.21
Picnicking	49%	22%	15%	8%	6%	100%	2.01
Nature Interpretation	51%	18%	16%	10%	5%	100%	2.00
Tot-Lots (pre-school)	48%	27%	18%	3%	4%	100%	1.88
Camping	62%	19%	12%	4%	3%	100%	1.66
Activities for Handicapped	66%	13%	12%	6%	2%	100%	1.62
Fitness Training Stations	64%	20%	9%	3%	3%	100%	1.55
Horseshoes	68%	17%	10%	2%	3%	100%	1.55
Dancing	69%	15%	10%	4%	2%	100%	1.51
Shuffleboard	70%	16%	10%	1%	3%	100%	1.49
Boccie	71%	17%	8%	0%	4%	100%	1.49
Ice Skating	78%	12%	6%	2%	2%	100%	1.39

Cumulative Count	Poor	Fair	Good	VG	Exc	Avg
Fishing / Canoeing	87	165	277	349	389	2.74
Leisure Walking	148	234	351	417	458	2.49
Jogging	129	217	327	387	421	2.48
Hiking	135	211	295	354	380	2.38
Leisure Bicycling	157	244	345	413	442	2.38
Playgrounds	131	248	373	417	431	2.29
Senior Meetings / Cards	79	130	181	204	213	2.21
Picnicking	172	250	302	331	353	2.01
Nature Interpretation	138	188	232	258	272	2.00
Tot-Lots (pre-school)	133	207	256	265	276	1.88
Camping	184	241	278	290	299	1.68
Activities for Handicapped	132	159	184	196	201	1.66
Fitness Training Stations	168	220	244	253	262	1.62
Horseshoes	125	156	175	178	184	1.55
Dancing	166	203	228	237	242	1.55
Shuffleboard	121	149	166	167	173	1.51
Boccie	109	135	148	148	154	1.49
Ice Skating	273	314	335	343	350	1.39

Cumulative Count	Poor	Fair	Good	VG	Exc	Avg
Fishing / Canoeing	22%	42%	71%	90%	100%	2.74
Leisure Walking	32%	51%	77%	91%	100%	2.49
Jogging	31%	52%	78%	92%	100%	2.48
Hiking	36%	56%	78%	93%	100%	2.38
Leisure Bicycling	36%	55%	78%	93%	100%	2.38
Playgrounds	30%	58%	87%	97%	100%	2.29
Senior Meetings / Cards	37%	61%	85%	96%	100%	2.21
Picnicking	49%	71%	86%	94%	100%	2.01
Nature Interpretation	51%	69%	85%	95%	100%	2.00
Tot-Lots (pre-school)	48%	75%	93%	96%	100%	1.88
Camping	62%	81%	93%	97%	100%	1.66
Activities for Handicapped	66%	79%	92%	98%	100%	1.62
Fitness Training Stations	64%	84%	93%	97%	100%	1.55
Horseshoes	68%	85%	95%	97%	100%	1.55
Dancing	69%	84%	94%	98%	100%	1.51
Shuffleboard	70%	86%	96%	97%	100%	1.49
Boccie	71%	88%	96%	96%	100%	1.49
Ice Skating	78%	90%	96%	98%	100%	1.39

What People Like About Living in Mansfield Township  
Minimum of 20 Responses Required

	Like	No.	Pct.
1	Rural / Country Atmosphere	381	60%
2	Safety	151	24%
3	Quietness	122	19%
4	Friendliness of People / Sense of Community	110	17%
5	Proximity to Work and Shopping	84	13%
6	Elementary School	81	13%
7	Accessibility to Major Highways	49	8%
8	Quality of Emergency Services	46	7%
9	Open Space	46	7%
10	Location	44	7%
11	Farmland Preservation	41	6%
12	Cleanliness of Community	39	6%
13	Cost of Housing	30	5%

What People Dislike About Living in Mansfield Township  
Minimum of 20 Responses Required

	Dislike	No.	Pct.
1	High Taxes	314	50%
2	Overdevelopment of New Homes	144	23%
3	Traffic Flow / Traffic Problems	141	22%
4	New Malls	117	18%
5	Lack of Recreation / Activities	81	13%
6	Lack of Rateables	58	9%
7	Lack of Shopping	57	9%
8	Problems in High School	49	8%
9	Poor Planning	43	7%
10	Slow Construction	32	5%
11	Lack of Leaf Pickup / Recycling / Garbage	28	4%
12	Diamond Hill Water/Sewer Problems	28	4%
13	Beattystown Homes / People	28	4%
14	Lack of Sidewalks	23	4%
15	Lack of Job Opportunities	22	3%

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**APPENDIX B**  
**HISTORIC SITES AND STRUCTURES**

**APPENDIX C**  
**ENVIRONMENTAL RESOURCE MAPS**

# Slopes & Views

## Mansfield Township

### Warren County, New Jersey

January 1999

- Topographic Contours (20')
- Streams
- Open Water
- Ridgelines
- View



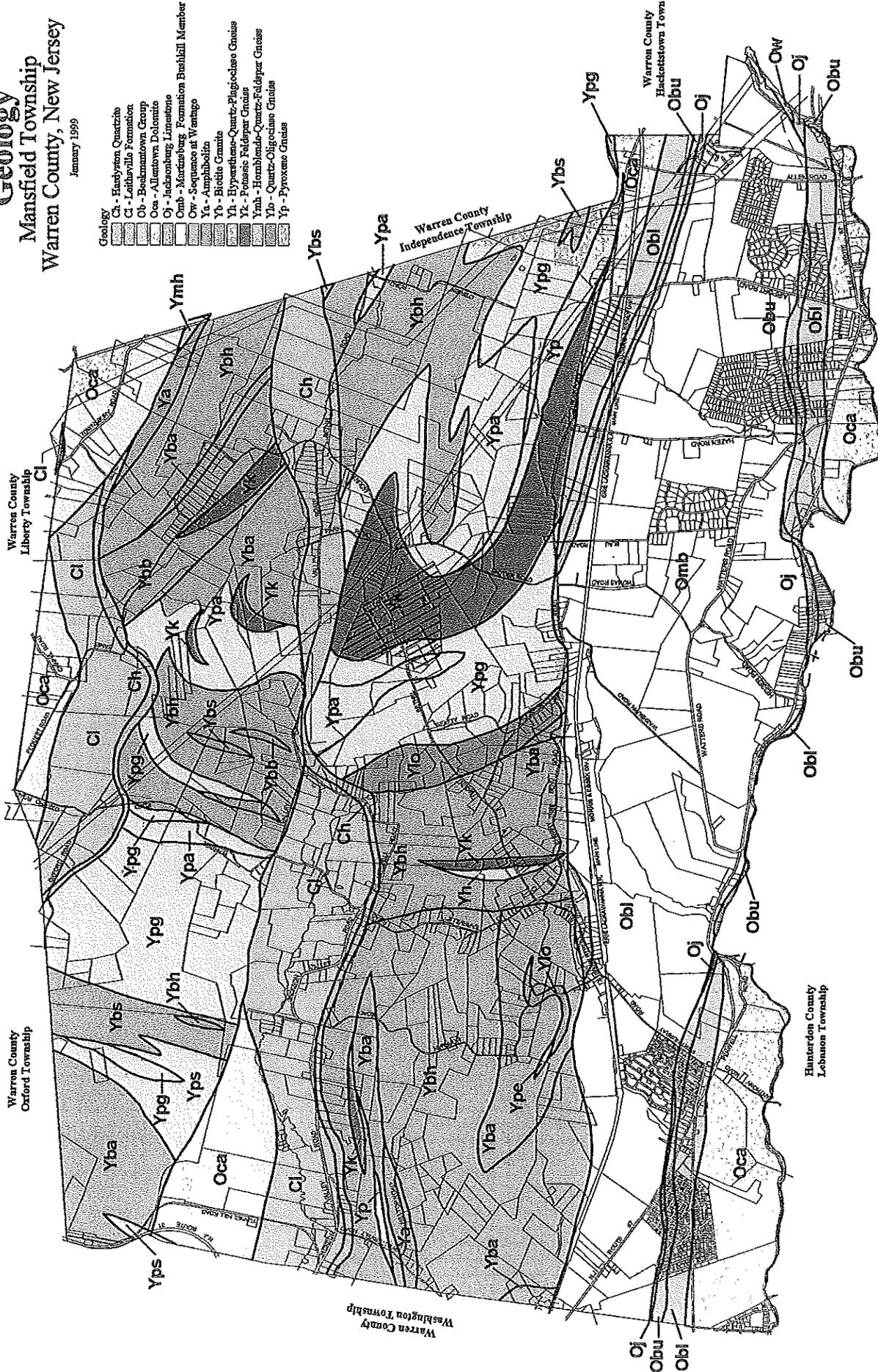
# Geology

## Mansfield Township

### Warren County, New Jersey

January 1999

- Geology
- Cl - Hanlyston Quartzite
  - Cl - Ledwith Formation
  - Oj - Beekmantown Group
  - Oca - Allentown Dolomite
  - Oj - Jacksonburg Limestone
  - Omb - Martinsburg Formation Bushkill Member
  - Ow - Sequence at Wantage
  - Yb - Amphibolite
  - Yh - Biotite Granite
  - Yh - Epidiorite-Quartz-Plagioclase Gneiss
  - Yh - Felsitic Feldspar Gneiss
  - Ymh - Hornblende-Quartz-Feldspar Gneiss
  - Yb - Quartz-Oligoclase Gneiss
  - Yp - Pyroxene Gneiss



Sourcans:  
 Hines Consulting Engineers  
 NUDEP, Bureau of Geology, 1894

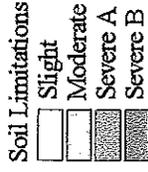
**CLARKE GATON HINTZ**  
 A Professional Corporation

# Soil Limitations

## Mansfield Township

### Warren County, New Jersey

January 1999



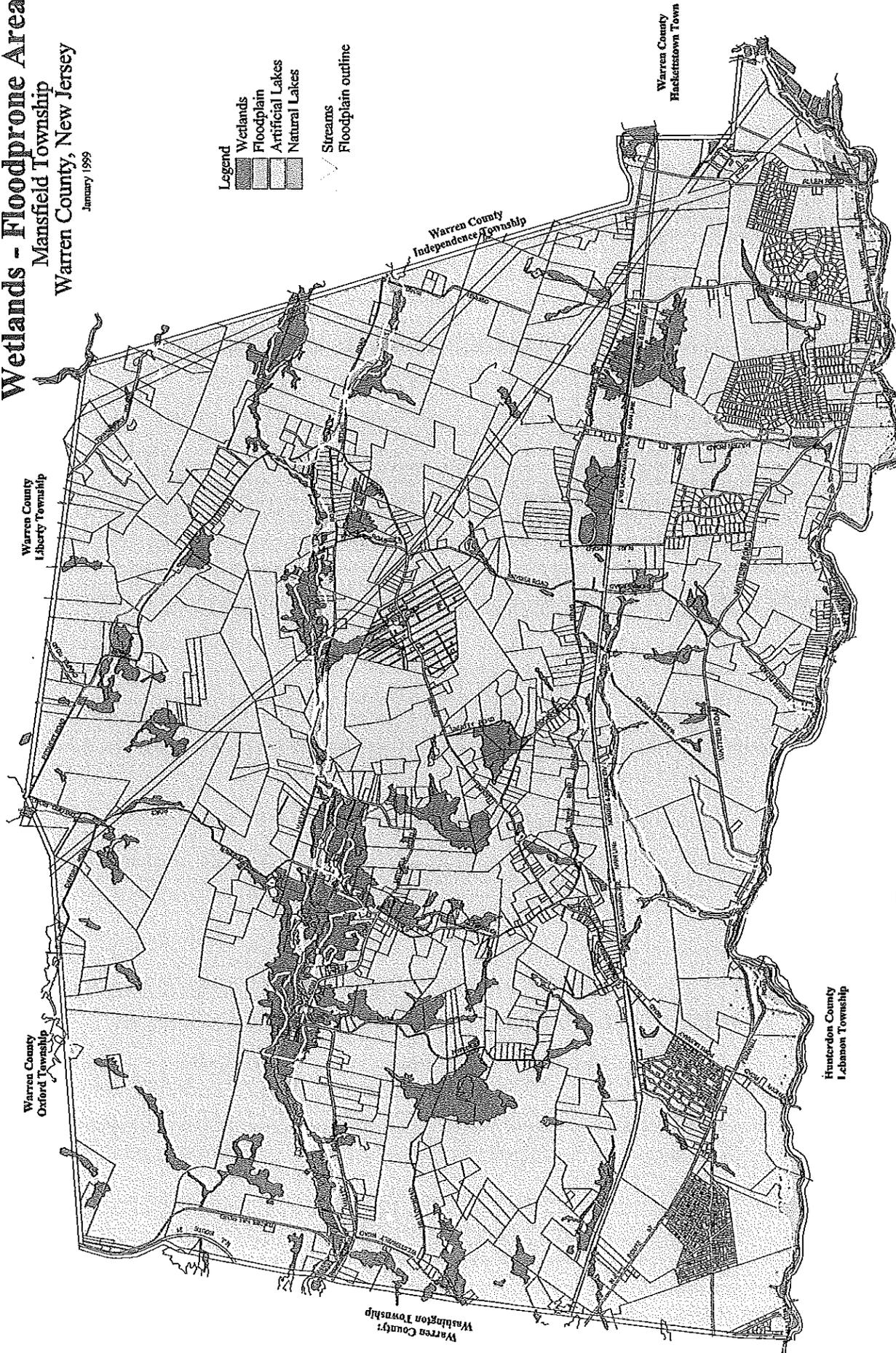
Source:  
 Marc Consulting Engineers  
 USDA, Soil Survey of Warren County, April 1979.

# Wetlands - Floodprone Areas

## Mansfield Township Warren County, New Jersey

January 1999

- Legend**
- Wetlands
  - Floodplain
  - Artificial Lakes
  - Natural Lakes
  - Streams
  - Floodplain outline



0 500' 1000' 2000' 4000'

CLARKE CATON HINTZ  
A Professional Corporation

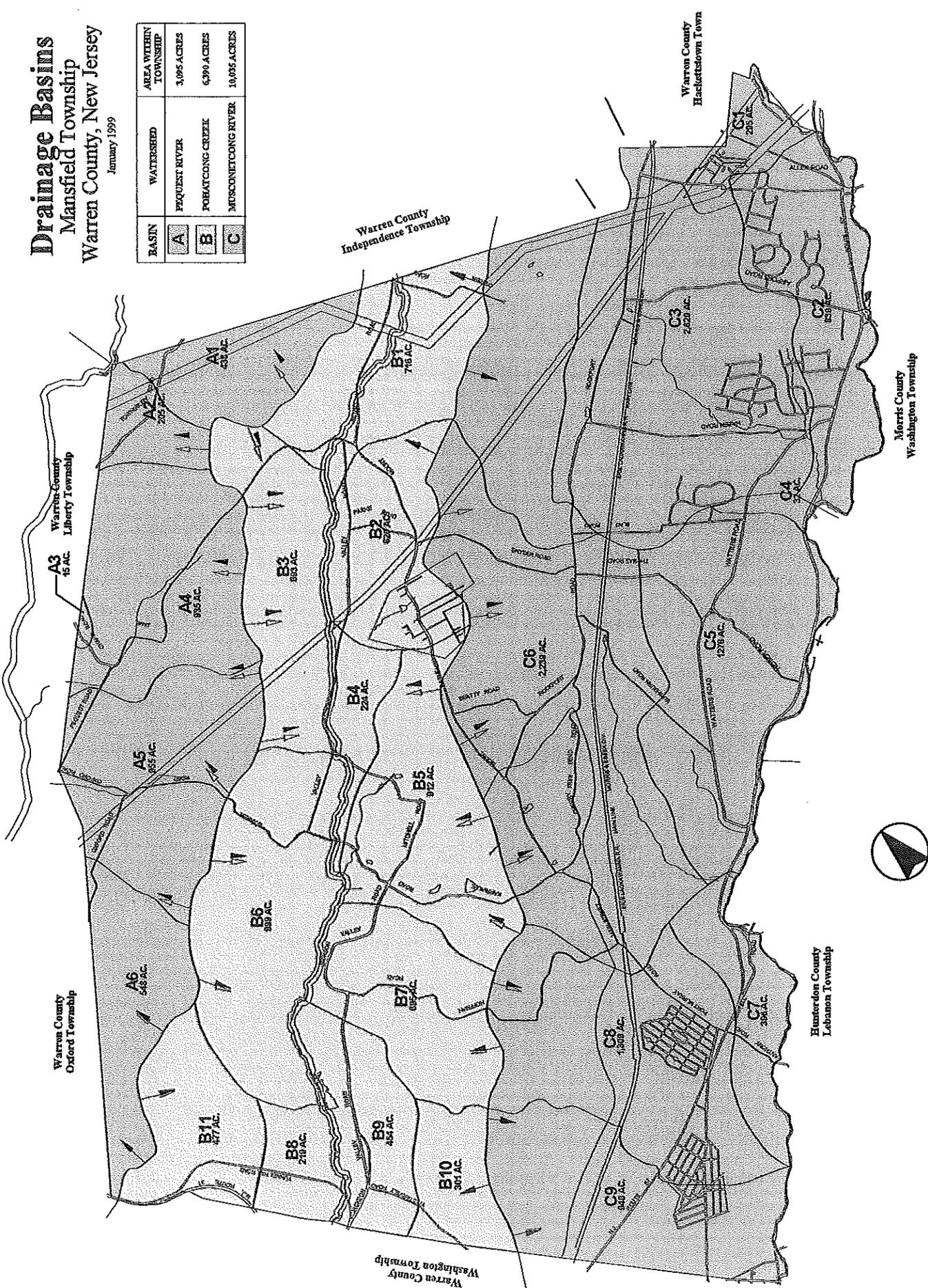
# Drainage Basins

## Mansfield Township

### Warren County, New Jersey

January 1999

BASIN	WATERSHED	AREA WITHIN TOWNSHIP
A	POQUEST RIVER	3,095 ACRES
B	POHATCONG CREEK	6,390 ACRES
C	MUSCONITCONG RIVER	10,055 ACRES



**CLARKE CATON HINTZ**  
A Professional Corporation

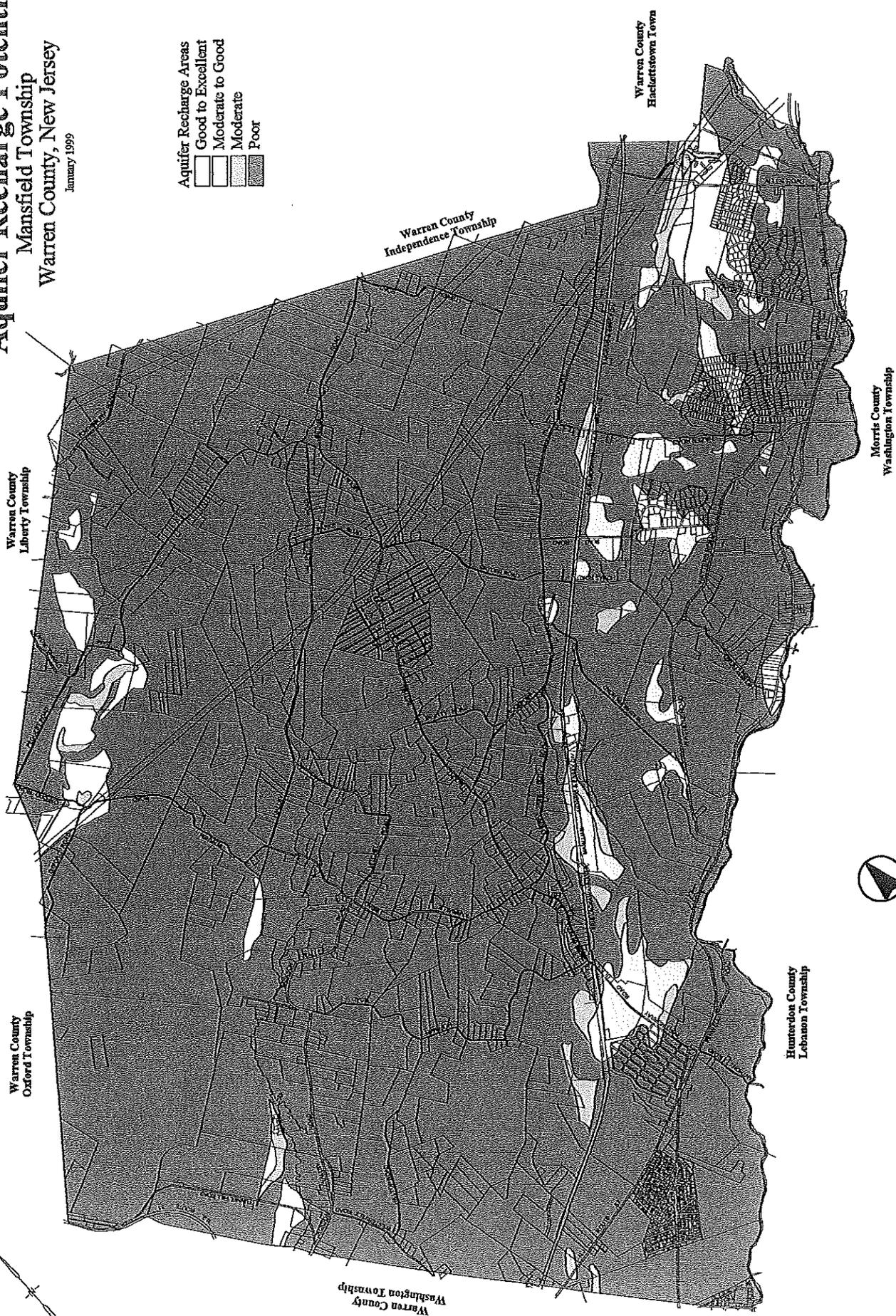
Source: Mass Consulting Engineers

# Aquifer Recharge Potential

Mansfield Township  
Warren County, New Jersey

January 1999

- Aquifer Recharge Areas
- Good to Excellent
  - Moderate to Good
  - Moderate
  - Poor



Source: Base Map: Maco Consulting Engineers  
Prepared using USGS 1:6 min. Quadangles  
Information: USDA, Soil Survey of Warren County, April 1970  
NDDEP, Bureau of Geology, 1984.

**APPENDIX D**  
**BOUNDARY DELINEATION HISTORY**

## Boundary Delineation History

The history of recorded land ownership of New Jersey extends back over 400 years to several grants made by the English kings beginning in 1584 when Sir Walter Raleigh was granted a charter for the lands south of Toms River. The first English charter to involve all of New Jersey was made by King James I on April 10, 1606. The early charters were not always permanent, because as the mapping improved, it frequently was determined that the grants overlapped. In addition, New Jersey was also claimed by the Dutch, Swedish and French at various times. In 1664, however, the Duke of York granted the area of New Jersey to Sir George Carteret and John, Lord Berkeley and thus began a land ownership chain that extends to this day.

In 1676 because of financial troubles Berkeley sold his share of the grant and as a result New Jersey was subdivided into the East Jersey Company and the West Jersey Company, each of which had a set of proprietors. The proprietors of East and West Jersey exist to this day and any land which can never be found to have had an owner is still vested in the proprietors. These proprietors maintain offices in Burlington for West Jersey and Perth Amboy for East Jersey. The dividing line between East and West Jersey began in Little Egg Harbor, just north of Atlantic City and extended in a north-northwesterly direction to the Delaware River. Remnants of the original line are visible on the present boundary line between Burlington and Ocean Counties and Mercer and Somerset Counties. This line ended at the south branch of the Raritan River and then followed various river courses to include all of what is today Warren, Sussex and Morris Counties.

In 1702 after years of squabbling, New Jersey was reunited governmentally and placed under the authority of the governor of New York. This situation lasted until 1738 when Lewis Morris was established as governor of New Jersey. The civil government was similar to what exists today, a Colonial Legislature which ultimately became the State Assembly, various counties and various municipalities.

The origins of Mansfield Township are in West Jersey, which was originally part of Burlington County. The county extended from its present location in southern New Jersey to the northern line of West Jersey and included all of present day Mercer, Hunterdon, Warren, Sussex and Morris Counties. As the population grew, there was a need to establish seats of government nearer to the population and, as such, new counties and municipalities were established. Burlington was subdivided into Hunterdon County in 1714 and from Hunterdon came Morris in 1739, and portions of Mercer in 1838. From Morris County came Sussex in 1753, from which Warren was formed in 1824.

At the time of the formation of Hunterdon County, most of what is today northern Hunterdon County, Sussex and Warren Counties were described as unorganized areas. That was soon to change and Greenwich Township was established around 1738. Greenwich was a huge municipality encompassing the area "...bounded on Dillaware River from Musconecung to Powlins Kill (being the bounds of Walpack Township..."<sup>1</sup> Greenwich Township took in all of Warren County, except Pahaquarry Township and a large portion of southern Sussex County. As the region became more

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<sup>1</sup>Minutes of Court of Common Pleas for Morris County, March 23, 1741/42.

populated, the need to develop additional units of civil government became more intense and on a busy day on May 30, 1754, the newly formed Sussex County Court created Oxford Township, Wantage Township and Mansfield-Woodhouse Township. The area set out included all of present day Mansfield Township and also included all of what is today Washington Township, Washington Borough, the western portion of Franklin Township, and a small portion of Oxford Township. The northern boundary of the Township is today as it was and the extension of that boundary can be seen in the northern boundary of Washington Township and Franklin Township. Mansfield Township extended from Hardwick Township, now Hackettstown, on the east to Broadway on the west.

The record in the Sussex County Court house reveals the following record of the creation of Mansfield-Woodhouse Township (only those portions relative to Mansfield are copied):

As a Court of General...of the Peace held at Hardwick in and for the  
County of Sussex, 30 May 1754. Elect to act...to divide said county into precincts.  
Whereupon, we have agreed that the precincts of:

Mansfield-Woodhouse

That the other to wit to go by Muskinekung at John Richeys and go by the said Creek to  
Hardwick line-by Ayers and along the said line of Hardwick to the Oxford Creek thence by  
said line to Thomas Scotts and along Greenwich line to John Rickey by Muskinekung.

Commissioners  
Mansfield Woodhouse

William Schooly  
John Depue  
John Cornelius Westbrook  
Joseph Hull  
----- Lundy, Jr.  
Terrance Gardiner

There were very few municipal governments in those days. By the time of the Revolution the records indicate that there were only 90 Townships in the entire state plus three cities: Burlington, Perth Amboy and New Brunswick and two boroughs: Elizabeth and Trenton.

The Township remained with the boundaries, as originally set forth, through the American Revolution and on February 21, 1798 the State Legislature in a general act incorporated all of the Townships which existed in the State.

Apparently, it was at the time of this act that the official name of the Township was changed to its present form of Mansfield.

The general boundaries remained the same until 1824, the same year and apparently under the same act that created Warren County, when a portion was transferred Franklin Township creating that municipality in the same shape that it exists to this day.. In 1849 Washington Township, which included what is now Washington Borough was created. In 1857 a small portion in the northeastern corner was transferred to Oxford Township and in 1860, 1872 and 1875 small changes were made with the boundary of Hackettstown. The boundaries of Mansfield have not changed since 1875. In effect, however, the overall shape and area of the Township have remained the same since 1857.



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## **TOWNSHIP OF MANSFIELD**

### **MASTER PLAN REEXAMINATION AND AMENDMENT**

### **PLANNING BOARD TOWNSHIP OF MANSFIELD WARREN COUNTY, NEW JERSEY**

**ADOPTED APRIL 16, 2001**

The original of this Report was Signed and  
Sealed in Accordance with N.J.S.A. 45:14A-12

A handwritten signature in cursive script, reading 'Joseph J. Layton', is written over a horizontal line.

Joseph J. Layton, P.P., #1443

MC PROJECT NO. MNF-002

# TOWNSHIP OF MANSFIELD

## PLANNING BOARD

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Planner Joseph J. Layton, P.P., AICP

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## **Introduction**

The current Master Plan of the Township of Mansfield was adopted by the Township Planning Board in January 1999. The Municipal Land Use Law requires that "the governing body shall, at least every six years, provide for a general reexamination of its Master Plan and Development Regulations by the Planning Board." Master Plan review and/or reexaminations however, can be more frequent than once every six years. It can be as frequent as an individual municipality feels it to be warranted.

It is important that a Master Plan be kept up to date and flexible so that it can respond to changing conditions and reflect the best current thinking on land use issues. The Master Plan should be a document that is easily amended so that it can respond to both concerns and opportunities. A review once every six years is probably adequate in a community that is already developed with little or no growth. In a dynamic community such as Mansfield Township, more frequent review is called for.

Several of the recommendations for zoning changes contained in the Land Use Plan Element of the January 1999 Master Plan have yet to be implemented by the governing body. There has been a reluctance to implement these changes. In response, the Planning Board has undertaken a reexamination of the Master Plan to either validate or modify the recommendations contained therein.

This reexamination of the Township of Mansfield Master Plan conforms with the requirements of the Municipal Land Use Law and addresses the requirements of NJSA 40:55D-89 by discussing the following issues.

- a. The major problems and objectives relating to land development in the municipality at the time of the Master Plan adoption, or last revision or reexamination, if any.

- b. The extent to which such problems and objectives have been reduced or have increased subsequent to such date.
  - c. The extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis for such plan or regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources; energy conservation, collection, disposition and recycling of designated recyclable materials, and changes in State, County and municipal policies and objectives.
  - d. The specific changes recommended for the master plan or development regulations if any, including underlying objectives, policies, and standards, or whether a new plan or regulations should be prepared.
  - e. The recommendations of the Planning Board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law", P.L. 1992, C.79 (C.40A:12A-1 seq.) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.
- A. Major Problems and Objectives Relating to Land Development in the Township of Mansfield in 1999, the Year the Current Master Plan Was Adopted.**

A resolution adopting the Master Plan of the Township of Mansfield was memorialized on January 18, 1999. The actual adoption of the Master Plan took place at the last of six public hearings held on the Master Plan on December 16, 1998. Although there was no specific discussion of major problems in the 1999 Master Plan, a number of goals and objectives were established for the Master Plan based on input from the community. The

main goal of the Master Plan was to protect the quality of life in Mansfield and to preserve this unique and historic community for generations to come.

To achieve this main goal, the following specific goals were established for Mansfield Township:

**1. Agricultural Preservation**

Preserve active farmlands and encourage their continued viability, which recognizes that farming is an integral component of the economy of the Township and the region.

**2. Environmental Protection**

Protect environmentally sensitive areas, preserve the natural environment, and ensure a compatible balance between economic and environmental interests.

**3. Residential Development**

Preserve the existing housing stock and provide the opportunity for the development of a wider variety of housing types to meet the needs of different income and age levels, family compositions and life styles.

**4. Economic Development**

Encourage development of industrial, commercial, office, research and service uses, selected and regulated so as to preclude land use incompatibilities and in an amount that would increase the tax base which supports the local government and the public school system without disturbing the fragile residential-agricultural balance in the remainder of the Township or negatively impacting traffic circulation.

**5. Circulation**

To encourage the design of transportation routes and traffic controls to promote the free and coordinated flow of traffic and discourage facilities and routes which would result in congestion or blight.

**6. Community Facilities and Recreation**

Ensure the provision of adequate community, recreation and educational facilities to adequately accommodate existing and future needs of the Township.

**7. Utilities**

Ensure that more intensive development occurs in areas where public sewer and water supply exists or may be easily extended in a limited fashion.

**8. Historic Preservation**

Preserve and protect sites and villages of significant historic interest for present and future generations to appreciate and enjoy.

**9. Recycling**

Ensure the recycling of materials within the Township in compliance with the New Jersey Mandatory Source Separation and Recycling Act of 1987.

For each of the above goals there were one or more objectives which supported the concept of each goal and which will not be repeated here.

**B. The Extent To Which Such Problems and Objectives Have Been Reduced or Have Increased Since 1999.**

The goals and objectives identified in the 1999 Master Plan and any problems that existed have neither been reduced nor increased to any significant degree since the adoption of the Master Plan.

from Route 57 have since been accomplished. The basis for not retaining these areas as industrial has now been diminished.

**D. Recommended Revisions To The Township Master Plan and Development Regulations.**

As noted in the prior section the assumptions, policies, goals and objectives which formed the basis for the 1999 Master Plan have changed with respect to the proposed zoning of parcels for Village Residential, Adult Retirement Communities (ARC) and industrial use. After much consideration and review it is recommended that the Village Residential Zone designation be removed from the Master Plan; that Adult Retirement Communities should not be limited to a specific parcel but should be a conditional use in certain areas of the Township; and that the current industrial zoning in the vicinity of Rockport Road, Blau Road and Hazen Road not be reduced in size. A discussion of each of these recommendations follow and a revised Land Use Plan and Sanitary Sewer & Water Service Areas Map consistent with these recommendations are appended to this document.

Village Residential

The 1999 Master Plan recommended a new Village Residential (VR) Zone containing 227 acres adjacent to Port Murray. The proposed gross density is 1.0 dwelling units per acre but net densities would be much higher since duplex and triple homes are proposed as permitted uses. The area designated as Village Residential (VR) in the Master Plan was proposed as a receiving site for the use of Transfer of Development Credits (TDC). The credits would be transferred from the R-1 Single Family Residential Zone. This is problematic since currently there is no mechanism in the Zoning Ordinance to implement TDC. Other concerns include the fact that a substantial portion of the land to be zoned VR is currently zoned industrial. This industrial land is adjacent to existing business uses that have expressed a desire to expand into the industrial zone if it remains zoned industrial. If the zoning is changed to VR such expansion would only be possible by way of a use variance.

Lastly, at the densities proposed for the VR Zone, public sewer and water would be necessary. NJDEP's new Watershed Management Rules and the State Development and Redevelopment Plan will make it difficult, if not impossible, to provide sewers in this area without going through a center designation process. Center designation would be through the plan endorsement process and review and approval by the State Planning Commission will be necessary. It is anticipated that plan endorsement will be an involved review process and it is likely that if center designation is endorsed by the State Planning Commission, the State will require higher densities than those proposed in the Mansfield Master Plan. Because of the above uncertainties, it is recommended that the existing zoning be retained in the areas designated for Village Residential and the category of Village Residential be removed from the Master Plan. Currently the existing zoning is industrial immediately adjacent to Port Murray and R-1 Single Family Residential to the east of the Municipal Complex. References to implementation of TDC should also be removed from the R-1 Single Family Residential discussion in the Master Plan.

#### Adult Retirement Community

A new zone entitled Adult Retirement Community (ARC) was recommended in the 1999 Master Plan. The zone was recommended for an 82-acre tract of land on Route 57 adjacent to the Tri-County Firehouse. A portion of this tract was recently recommended for acquisition by the Township for a public works garage and a recreation field. The current zoning of this area is B-1 Business and it is the only B-1 Zone in the Township. The Master Plan recommendation would remove two-thirds of the B-1 Zone and place it in the ARC Zone. A developer has expressed an interest in developing an adult retirement community in the Township but not on this site. In fact there are other areas of the Township that would be suitable for such use. It is recommended that ARC be established as a conditional use in the Township rather than zoning specific parcels solely for ARC. Zoning as ARC limits the development options on a given property to ARC use only which may or may not be an attractive development option for property owners. The recommendation is to maintain the B-1 Zoning as it currently exists and establish

ARC as a conditional use that would be permitted as an option in the B-1 Zone as well as in other suitable areas of the Township.

The conditional use requirements that must be met to permit ARC are recommended to be as follows:

1. Minimum tract size of 70 contiguous acres.
2. Tract must be located within an existing Sewer Service Area or Area Proposed for Public or Community Sewage Disposal System as shown on the Existing & Proposed Sewer and Water Service Areas Map in the 1999 Master Plan.
3. Tract must have access to either a major collector or major arterial road as shown on the Circulation Plan – Road Classification Map in the 1999 Master Plan.

The above conditions would limit candidate properties to properties with access to Route 57 in the B-1 and B-2 zones and along route 57 in the area west of Port Murray Road in the Industrial Zone. Also properties with access to Port Murray Road and Asbury Anderson Road in the Industrial, R-1 and R-2 zones would also qualify. The existing zoning should remain as is in all cases so that there is an alternative use available should ARC not be an attractive development option for the property owners.

Adult Retirement Communities should be limited to occupancy by persons fifty-five (55) years of age or older. The maximum gross density in ARC should be four dwelling units per acre. Unit types should be restricted to single family detached dwellings on minimum lot sizes of 6,000 square feet. Appropriate amenities should be provided including recreation and cultural facilities, community buildings, open space and an efficient pedestrian circulation system. A limited amount of retail and service uses and professional offices should also be permitted in this zone to service the residents.

#### Industrial Zone

The 1999 Master Plan recommended that the existing industrial zone in the vicinity of Rockport Road, Hazen Road and Blau Road be rezoned to residential. The basis for this recommended zone change in the Master Plan was traffic capacity and poor accessibility

from Route 57. The Circulation Plan element of the Master Plan also recommended intersection improvements at the intersections of Heiser Road and Route 57, Watters Road and Heiser Road, and Watters Road and Thomas Road. These improvements have been accomplished improving access between the Rockport Road industrial zone and Route 57. Existing industrial property owners have also expressed concern about establishing residential zoning across the street from their industrial properties. Based on the above, it is recommended that the industrial zone stay as currently zoned and the rezoning from industrial to residential not take place as recommended in the 1999 Master Plan. The recommendation in the Master Plan to require a visual and spatial buffer with a minimum width of 100 feet where industrial uses abut residential uses or zones should be retained.

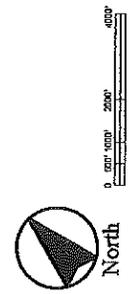
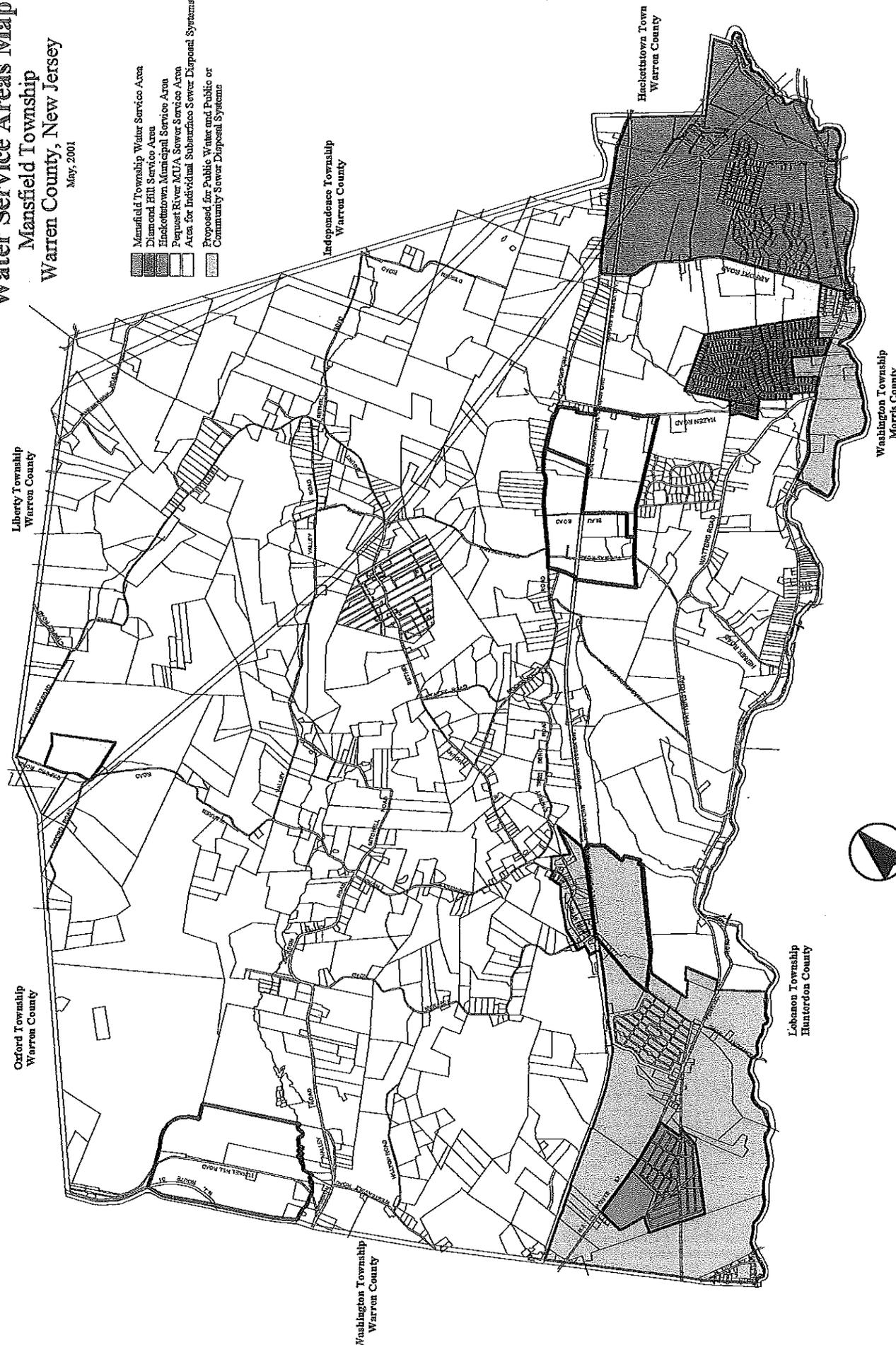
The historic Morris Canal runs through the lands which are proposed to be retained as industrial between Blau Road and Hazen Road. The Warren County Planning Board has recently requested municipal cooperation in the preservation of the Canal. The County has been actively acquiring portions of the Canal for preservation and open space purposes. It is recommended that an ordinance be adopted by Mansfield Township that recognizes the Morris Canal as a cultural resource that should be preserved. The ordinance should apply not only in the industrial zone but in any zone through which the Canal passes. Guidelines for development activities in and adjacent to the Canal should be established.

**E. Recommendation Concerning Incorporation of Redevelopment Plans**

At this time there are no recommendations for the incorporation of redevelopment plans pursuant to the "Local Redevelopment and Housing Law".

Existing & Proposed  
**Sanitary Sewer &  
 Water Service Areas Map**  
 Mansfield Township  
 Warren County, New Jersey  
 May, 2001

-  Mansfield Township Water Service Area
-  Diamond Hill Service Area
-  Hackensack Municipal Service Area
-  Perquimans River MHA Sewer Service Area
-  Area for Individual Subsurface Sewer Disposal Systems
-  Proposed for Public Water and Public or Community Sewer Disposal Systems



**CLARKE CATON HINTZ**  
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Base Map Source: Mace Consulting Engineers

# Land Use Plan

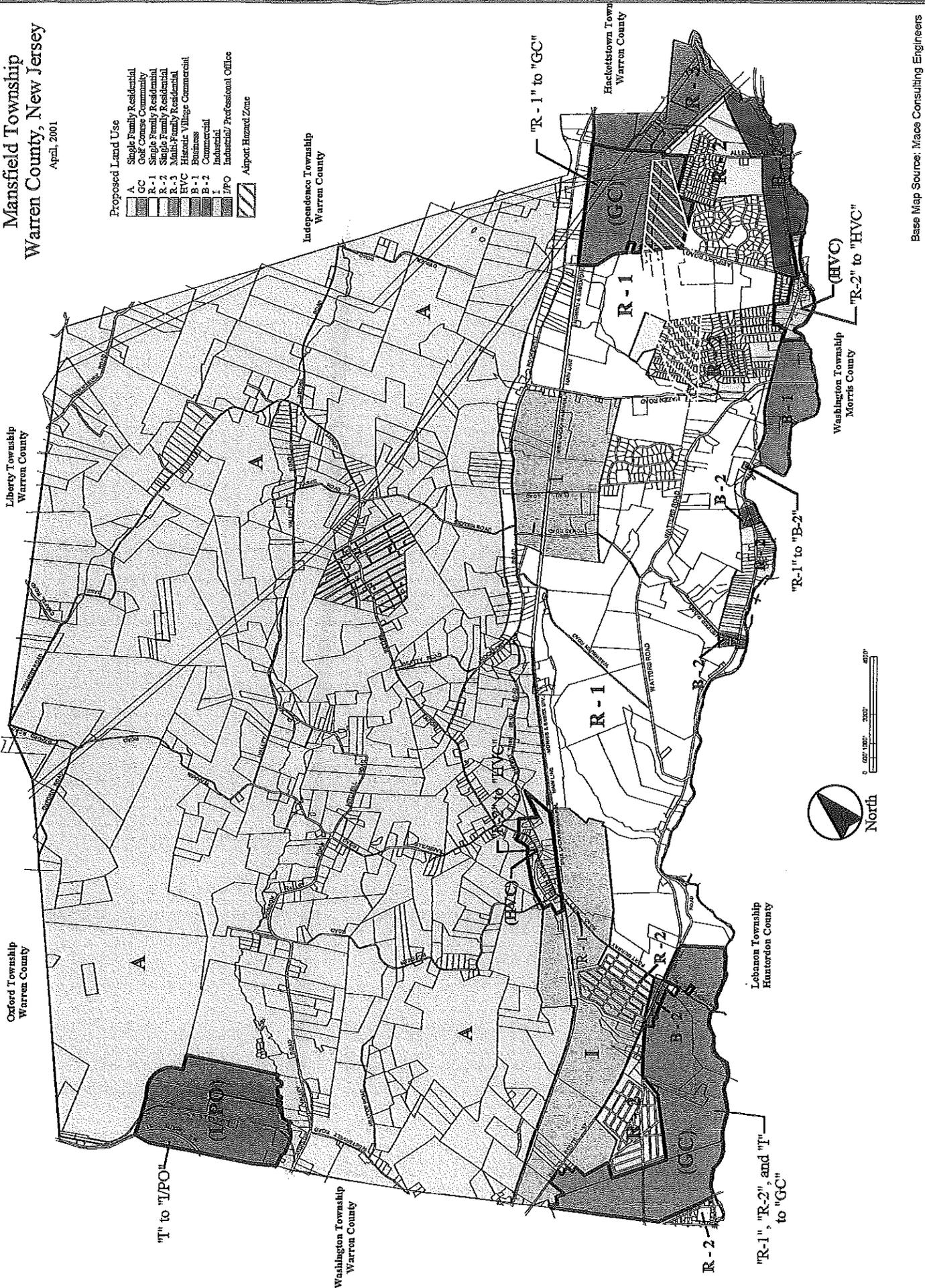
## Mansfield Township

### Warren County, New Jersey

April, 2001

Proposed Land Use

A	Single Family Residential
GC	Golf Course Community
R-1	Single Family Residential
R-2	Single Family Residential
R-3	Multi-Family Residential
HVC	Historic Village Commercial
B-1	Business
B-2	Commercial
I	Industrial
IPO	Industrial/ Professional Office
	Airport Hazard Zone



Base Map Source: Mace Consulting Engineers